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South Indian Railway
magazine

July 1940

Vol.

no 8

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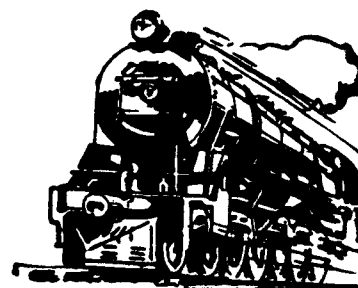
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SOUTH INDIAN RAILWAY MAGAZINE



JULY

1940

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EDITORIAL NOTICE

Subscription Rs. 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 August, 1940.





NOTES & COMMENTS



Rao Sahib M. Ramachandra Iyer, Deputy Chief Auditor, acts as Chief Auditor during the absence on leave of Mr. C. R. Martingell.



Mr. C. R. Martingell, Chief Auditor, has proceeded on 8 months' leave from 3rd April, 1940.



Sri K. R. Sundaram Iyer, Senior Assistant Auditor, acts as Deputy Chief Auditor.

The Season.

The "Purpose of this World" has been but vaguely envisaged by philosophers and prophets. Nature is relentless in its manifestations—inexorable and inexplicable. When therefore it starts to humour man sometimes, Nature becomes suspect. South Indian Summers had in recent years shown a marked tendency to approximate to the North Indian seasons and we were learning to look forward to 110 degrees in summer shades. But for some unknown reason in the summer that is reluctantly passing, Nature spared us many trials. Frequent and unexpected showers all over South India successfully kept down the temperature and the cool winds from Malabar have now definitely cheated the summer. But it was not to be expected that such unlooked for good fortune would continue for long.

An Accident.

What was but a playful freak, a violent squall suddenly hit No. 7 Dhanushkodi Passenger at about 3-10 p. m. on 28th May, 1940, while on its way between Panchalam and Tindivanam as a result of which five passengers lost their lives and about 67 passengers sustained injuries. The Railway Engineers and Doctors, the Police and the local Magistracy were all at the spot with commendable speed and after rendering the necessary First Aid, the casualties were removed to the Tindivanam Hospital—only two miles away. The Chief Transportation Superintendent, Chief Medical Officer, Deputy Chief Engineer and others arrived from Trichinopoly at the scene later. About two hours past midnight the line was cleared of all obstruction for the passage of the waiting trains.

The Agent & General Manager visited the scene of the accident on 30th May, 1940 and the Senior Government Inspector of Railways held an enquiry into the accident the next day.

Human ingenuity could neither have foreseen nor prevented this unfortunate accident—one of Nature's acts, the inscrutable justification for which man cannot divine.



The Passenger Train Wreck near Tindivanam. (From *The Hindu*).

We offer our sincere condolences to the bereaved and our sympathies to all those who sustained injuries and hope that they will all speedily recover.

What Next?

While still the peace and war aims were being stated by Kings and Ministers, ice-bound Finland was ruthlessly ravished by the Russians. The events that swiftly followed this wanton aggression have left the world aghast at the resources and the cruel ambitions of that scourge of humanity—Hitler. Proud nations have been trampled upon and mighty monarchs humbled.

Europe's travail is now the responsibility of the whole world. France has surrendered to Germany and Italy, but Britain is determined to fight on to victory. The duty of every thinking man is clear. As the Prime Minister of England said :—

"We have before us an ordeal of the most grievous kind. We have before us many long months of struggle and suffering. You ask what is our aim. I can give the answer in one word—victory, victory at all costs, victory in spite of all perils, victory however long and hard the road may be."

We in India realise that the fortunes of our country which destiny has linked with that of Britain in the past will endure as surely in the future, firmly based on mutual understanding, whole-hearted sympathy and unstinted support both moral and material. This, India will give, not in a spirit of mercenary bargaining but with that generous impulse and wise forethought which have marked the long course of her historic past.

The Railways.

On Indian Railways in particular, will fall arduous duties under difficult circumstances; but every Railwayman will rise to the occasion with courage and do his duty loyally and steadfastly.

Wealth in Water

There is big money in mere water. It is said that Mr. Ford of America once offered a million dollars to "he who can produce water of absolute purity". People in the West have a holy fear of water as God made it and there is great demand for bottled mineral waters. Mineral springs in India serve as a salve both to the body and soul; and though piety impels many to bathe in them, yet the shrewd pilgrim is well aware of the bodily benefit he will obtain thereby. Every temple well and the holy waters of many tanks and rivers are reputed to possess mineral properties. The sulphur springs on the sea beach at Tiruchendur, the waters of Tambaraparni, the falls of Chittar at Courtallam and the numerous spring wells in the precincts of famous temples all over South India attract thousands of pilgrims. Astute temple priests even now profit by recommending the benefits of bathing in these waters. But it is doubtful if faith would still persist in bottled waters and if commercial profit could be made by selling them for "health".

On the Pilgrim Line

Life in India is essentially rooted in religion, and much human endeavour now as in the past relates to the satisfaction of the religious and spiritual needs of its peoples. Temples, their ritual and their festivals have been the preoccupation of the people for thousands of years. Every village has its temple and its festivals provide the villagers not only the spiritual basis of their lives but also a healthy diversion from their daily toil. These festivals were in the past probably attended by people from within a radius of about 15 to 20 miles (i.e.) as much as could be covered in a day. More distant attractions could be satisfied only occasionally and a regular round of pilgrimages was therefore ordained. These served as the chief motive of most social travel in the

land. But a pilgrimage to Benares and Rameswaram could be accomplished only once in a lifetime. The advent of the Railway revolutionised travel as it did the very economics of the country. Festivals came to be attended in larger numbers and with this the old traditions and customs were revived. The Railways with their limited stock and facilities could not at the beginning adequately handle this increasing traffic. But Railways are now equal to the occasion and the public look to Railway co-operation as a matter of course and whatever be the number of people travelling, it is considered the duty of the Railway to provide adequate transportation, little realising that it may not even pay the Railway to provide the varied facilities that are required to serve the thousands of pilgrims within limited periods and on special occasions. 56 major festivals and 150 minor festivals were celebrated all along the line during 1939, and 607 special trains for pilgrims were scheduled and run to convey them. Oftentimes the Railway has earned disproportionately low sums on such occasions, but it is claimed that somehow the Railway should make both ends meet and yet give complete satisfaction to the travelling public.

Road and Rail

A high Police Official recently observed :-

"No safer mode of travel exists than by Railway to-day, and there are five main factors which contribute to this result.

- (1) Total segregation of the Railway to their own roads.
- (2) One-way tracks.
- (3) Substitution of mechanical and automatic safety devices for human control.
- (4) Unremitting attention to material, rolling stock, the permanent way, and equipment.
- (5) Exclusive employment of experts in every branch.

He concluded that "there was no reason why an improvement should not be obtained in 'Road' conditions by at least approximating to Railway methods." We wish him all success in his well-meant efforts for better and safer roads.

The chief reason however for the superiority of Railways to other forms of transport, and which he has omitted to mention, is the willing readiness of the Railwayman to learn and understand the needs of the travelling public, and the continuous efforts put forth to satisfy them. For, it is not by the mere elimination of human control and the substitution of mechanical devices that success is attained, but rather by the persistent endeavours of Railways to improve the quality of service. Railways realise that only by the measure and nature of the service rendered, can their claim to public patronage be sustained, and this supreme qualification can only be got through the "ideals of service" that prompt the daily actions of all Railwaymen.

S. I. R. Advisory Committee

The South Indian Railway Advisory Committee represents many interests. Chambers of Commerce, the States of Travancore, Cochin and Pudukottah, the Madras Government, Passenger Associations, etc. The Committee performs a very useful function,

and has made many good suggestions for the benefit of both the Railway and the public. A lady now represents for the first time the Passenger Associations. Meetings are held normally once in three months and the advice of the Committee is sought on many useful matters such as festival arrangements, alteration of train timings, provision of facilities to the travelling public, etc. As a liaison between the public and the Railway it helps to foster good relations between both and renders a necessary service.

Crossword Puzzle

Twenty-three subscribers entered for the April Crossword Competition and although it was expected that a fairly large number of correct solutions would be received, no all-correct solution was actually sent in and the prize could not therefore be awarded to anyone. We note that the staff of the Mechanical Department and the Workshop employees are taking a keen interest and it is hoped that the staff of other Departments will compete in larger numbers for the Crossword in this issue.



Members of the South Indian Railway Advisory Committee. (Ootacamund Meeting, 10-5-40)

A Library for Railwaymen

America has always enjoyed a reputation for thoroughness and originality and the Railways afford us as much evidence of this as their other national enterprises. The Canadian Pacific Railway—one of the largest systems in the world—have in commemoration of their fiftieth anniversary, published ten volumes entitled: Canadian Pacific Facts and Figures; Factors in Railway and Steam Operation; The Dominion of Canada; History of Canada through Biography; Canada Sings; Introduction to Economics; Correspondence and Salesmanship; French Self-taught; Speaking in Public; and Dictionary of Correct English. These volumes are intended for the use of employees of the Railway and are to be had with an attractive book-case. A knowledge of theory, past practice and current problems are essential to all Railwaymen if only to enable them to understand contemporary trends in administrative policy and economic reactions. A correct appreciation of the past history of the country, Elements of Railway Economics, Factors of Railway Operation, Deduced Facts and Figures, Hints on Correspondence and Salesmanship with a short course on Public Speaking and Correct English—though they make a formidable array of subjects for a Railwayman to study—will no doubt be a comprehensive equipment for the Railwayman with ambition. The volume on French Self-taught is revealing as evidently a knowledge of more than one language is insisted on in the Canadian Pacific Railways. While Universities have prescribed courses on Transport Economics and allied subjects, for a vast majority of Railwaymen who do not go through a University career, a Library of this kind must be invaluable. It should be quite easy for Railwaymen in this country to make up a small library of essential books in the same manner. It might even pay the Railways to issue a series of books suitable for those who start a railway career without the initial intellectual equipment, but who may be yet willing and anxious to develop their knowledge and achieve their ambitions.

The Provincial Educational Conference at Ambasamudram.—

The Conference was held from the 27th to the 29th May, 1940, under the presidency of the veteran educationist, Dr. A. Lakshmanasamy Mudaliar. Consultations were in progress for some time with the South India Teachers' Union, Madras, and proposals were made by the Railway for organising an excursion under their auspices for the delegates attending the Conference. An interesting itinerary had been programmed. A very reasonable inclusive fare was quoted and arrangements made for a tour of over 1,500 miles extending over ten days. Though no efforts were spared to influence the Teachers all over the Province to join the excursion and in spite of the exhortations and active support of the South India Teachers' Union, the proposal had unfortunately to be abandoned. In this connection, the Secretary of the South India Teachers' Union has expressed himself as follows:

"The South India Teachers' Union is thankful to the Railway for the trouble it has taken in regard to the preparation and distribution of suitable literature. Your staff also did valuable work in visiting schools in different areas separately and also on several occasions jointly with the office bearers of the Guilds. It is a matter for regret that while the Railway and the South India Teachers' Union were working together with one mind towards making the special a success, circumstances did not permit teachers to take advantage of the facilities offered.

I am to thank the Railway and its staff for the kindness with which they had co-operated with the Union. Though the Conference Special idea had not materialised, still I feel that teachers throughout the Presidency have become familiar with the possibilities of an educational excursion."

We have no doubt that the propaganda and the several contacts made while canvassing support for the excursion have helped very much to convince educationists of the opportunity and the many facilities available for educational tours in South India and the extent to which the Railway is prepared to help them.

A talk on "Travel and Education" was delivered at the Conference by Professor Sri N. Subramanyam, M.A., L.T. F.R.G.S., an extract of which has been printed elsewhere in this issue.

Cochin.

[By Mr. K. V. Menon.]

Cochin is picturesquely situated and has for its eastern background a long range of hills and forests, alive with fauna of almost every kind; the plains and the seaboard, into which the hilly region gradually gives way in turn, are full of rare scenic beauty and charm—the plains consisting of a seemingly endless succession of rice-fields and vegetable gardens, and the seaboard teeming with countless groves of graceful cocoanut palms. Several important rivers and canals add to the beauty of the landscape, and these, connecting the sea with the interior, function as great arteries of traffic and trade.

In recent years, the port of Cochin has been developed at enormous cost, as a joint enterprise by the governments of Cochin, Travancore and British India, into a first-rate harbour, and the whole of the seaborne trade of the State as well as of adjoining territories is carried through it. On the Willingdon Island, formed out of the spoils of dredging undertaken in connection with the development of the harbour, are situated the beautiful offices of the Administrative Officer and Harbour Engineer-in-Chief, the Malabar Hotel, etc. Between the sea and the mainland is a vast stretch of backwater, which with the subsidiary canals, extends as far as Ponnani in the north and Trivandrum in the south. Fish of various kinds abound in these waters, and a large section of the people of the coast depend on the fishing tackle for their living.

The People and the Country

Small though the State is—hardly 1,500 square miles in extent, including the forests and lagoons occupying nearly a third of the total area—it forms one of the most densely peopled areas in the world. According to the last Census, the total population was 1,205,016 (589,813 males and 615,203 females). In other words, assuming an even distribution of the population over the whole area, there are as many as 814 persons to the square mile; and if the habitable area of about 865 square miles alone is taken into account, the density of population works



Elephant loading timber on to a truck.

up almost to 1,400 per square mile. No part of India, and few parts of the world, can show an equal density of population!

Almost all the living types of mankind are represented in the State, from the Negrito to the Caucasian, and most of the living languages can be heard in its confines, from the agglutinative Chinese to the inflexional Aryan, though the Dravidian Malayalam is the basic language. All forms of religious beliefs flourish in it, from Animism to Vedantism, and all the various religious rites are performed in it, from bloody sacrifices of animals to the highest forms of Vedic ritual. There are naturally great variations to be found among the people—variations in respect to appearance, language, civilisation and culture.

Modern Progress

Educationally, the State stands far ahead of every State and province in India. And no wonder too, for, the State spends every year nearly twenty per cent of its total revenue (about a crore of rupees) on educational activities. There were no less than 186 Government institutions at the end of last year, consisting of 27 high schools, 14 lower secondary schools, nine English primary schools, 126 Malayalam

schools, and five fishery schools, besides one first grade college, a training institution, a Sanskrit college, a music school and a Sanskrit school. In addition, there were 476 schools under private management, including two colleges, 24 high schools, 53 lower secondary schools, 11 English primary schools, 368 Malayalam schools, three night schools, 10 Sanskrit schools, one school for the blind, one school for the uncontaminated children of lepers, and a school for the deaf and dumb. The total strength of all the educational institutions together was 182,433 (106,013 boys and 76,420 girls). It is clear from these statistics that even without compulsion well over 80 per cent of the children of school-going age are at school.

Quite in keeping with the progress of education has been the advance attained by the people in the political sphere. About fifteen years ago, a Legislative Council, with a majority of elected members, was brought into existence, and it was allowed from the very beginning, not only to introduce bills, but also to elicit information from the Government on matters of public importance by means of interpellations, to move resolutions, to discuss and vote on budget demands before the budget was finally passed by the Government. It was also allowed the privilege of moving the adjournment of the House in order to call the attention of the Government to any urgent matter of public importance. These powers were extended from time to time, and in June, 1937, a new constitution was inaugurated by the promulgation of the Government of Cochin Act, transferring almost all the

“nation-building” departments to the charge of a “Minister for Rural Development” chosen from among the elected members of the Legislative Council and made responsible to the Council. Simultaneously, the franchise was lowered so that about 20 per cent of the people of the State enjoy the right to vote in elections to the Legislature at present.

Several striking changes have also been effected from time to time with a view to improve the morale and efficiency of the administration, and it is certainly no exaggeration to say that the standard of administration that obtains in the State to-day compares more than favourably with what obtains elsewhere in the country. A carefully-chosen hierarchy of competent civil servants working in whole-hearted co-operation with the Diwan and the Minister; a judiciary completely independent of the executive; a vast network of dispensaries and hospitals, panchayats, co-operative societies and other rural organisations; a number of municipalities, with commissioners collaborating with non-official chairmen in the discharge of civic duties and responsibilities—these are some of the other features that have helped to make Cochin the “Miracle State” of India.

Attractions

To the tourist, the State offers several attractions, of which one of the most spectacular is the forest tramway, of which Mr. H. Champion, Imperial Sylviculturist, once wrote that “there is nothing like it in India.” This tramway was introduced solely for the purpose of tapping an area of

about 200 square miles of virgin forest, containing very valuable timber, which had remained inaccessible for want of transport facilities. Its construction was a very difficult piece of engineering work, for the line had to be taken through an unsurveyed tract of very rugged country, interspersed with high ridges and deep valleys, covered by dense tropical jungles and cut up by numerous mountain streams. The tramway, which is practically a light railway operated by steam traction, runs to a length of 50 miles from Chalakudi in an easterly direction.

The line is divided into three sections. At mile 21, the end of the first section, there are three rope inclines, the longest of them being more than half a mile and the total over a mile. The steepest has a gradient of 1 in 3. From the top of these inclines, the line descends by means of ten reversing stations to mile 24 and thence on a slight up-grade to mile 26½, the end of the second section. Here are two rope inclines of a length of a mile and a half. The lines descend from the top of the ridge by means of five reversing stations to mile 30, to mile 32 by three more reversing stations and thence by an almost level line to mile 50. The rope inclines are worked by gravity, a descending load dragging up the empty trucks. The wire rope (one inch in diameter) passes twice round the horizontal wheel on top of each incline, this wheel being bracked by two independent rim bracks. In the forests tapped by the tramway, much of the work of transporting logs to the tram-line and loading them on to trucks is done by elephants.

Among the other attractions are a number of ancient palaces, churches and temples, possessed of great architectural and sculptural interest. In some of them—notably in the Dutch Palace at

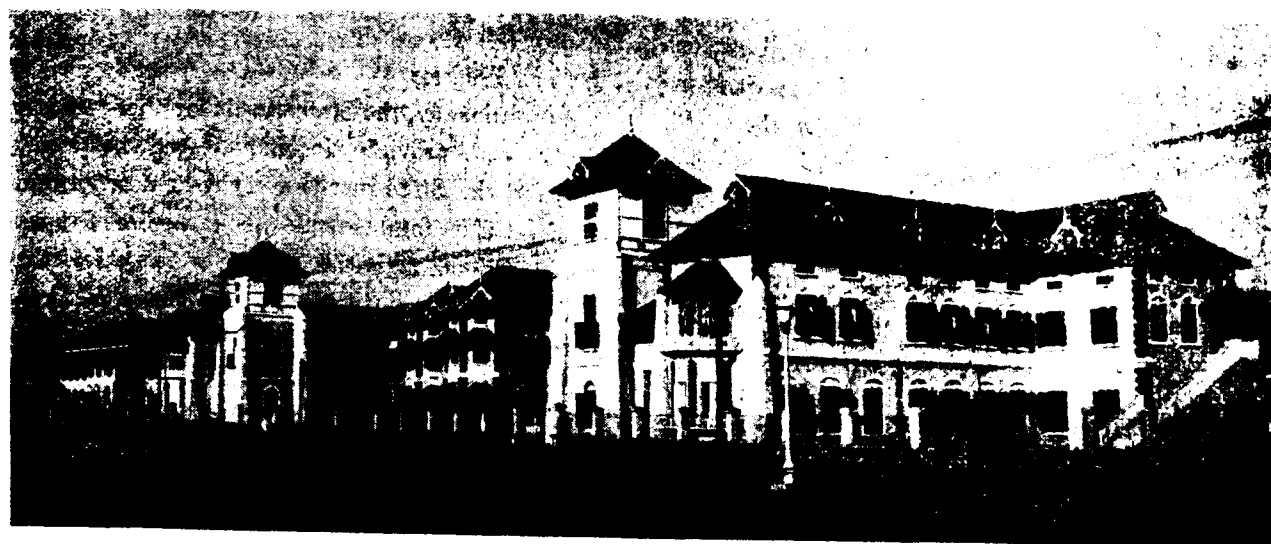


The Cochin Harbour.

Mattancheri, the Vadakkunnathan temple at Trichur, the Oorakam and Triprayar temples, and the Mulanthuruthi church—are also to be found fine examples of painting, exquisite alike in conception and execution. Though the scenes depicted in these paintings are religious, there is so much of originality, imagination and artistic skill about them that only master-minds could have been their authors.

One of the oldest palaces in the State is the one known as the “Dutch Palace” at Mattancheri. This was built by the Portuguese and presented to the Raja of Cochin about the year 1555 A.D. Many improvements were made to it at the time of the Dutch, and hence it is known as the “Dutch Palace.” It is a beautiful quadrangular building, divided into long but narrow chambers, and has three storeys. In the centre courtyard is enshrined the patron deity of the Royal family, Pazhayannur Bhagavathi. The walls of the palace—especially of the second and third floors in the southern wing and of the third storey in the western wing—are adorned with beautiful paintings. The palace is rich in historical associations, and certain important functions in connection with the coronation of the Maharajas of Cochin are still performed in it.

By the side of the Dutch Palace is situated the White Jews’ Synagogue—one of the interesting sights in the State. The first synagogue was built in 1568, but it was burnt down by the Portuguese in



Public Offices, Ernakulam.

1662 in revenge against the Jews for allying themselves with the Dutch against them. It was rebuilt, however, in 1664 after the Dutch had succeeded in capturing the Portuguese stronghold and re-establishing their power. The synagogue is about 40 feet long and 30 feet wide and is walled round. A covered courtyard leads from a portico to an ante-chamber with arched doors which open to a hall where worship is conducted. The reading desk is in the centre, facing the Books of Laws on the west, which are kept in a cupboard behind a curtain. They consist of copies of the Pentateuch, beautifully written in Hebrew characters in vellum. The books are enclosed in caskets surmounted with silver or gold diadems. The floor of the hall is paved with beautiful blue and white willow pattern tiles, and silver lamps hang from the ceiling. In the synagogue is preserved the famous copper plate grant of Bhaskara Ravi Varma, by which a piece of land, called *Anchuvanam*, was made an independent principality under the Jewish prince, Joseph Rabban, and his heirs, "till the earth and the moon last."

Cranganur

About twenty miles off Mattancheri is Cranganur, a place of very great historical interest. In the ancient days it was one of great commercial importance as well, being the first emporium in India, according to Pliny. It is the Muziris of the Greek geographers, the Muchiri of the Tamil poets, and the Kodungallur of modern days. The Phoenicians,

the Egyptians, the Greeks and the Romans, each in turn, came to this port for commercial purposes. The ivory, the sandalwood and the peacock feathers that graced the palace of Solomon must have been exported from Malabar. The well-rigged ships of the Yavanas carried gold to this port to pay for the cargo of pepper. As the capital of the Cheraman Perumals, Cranganur enjoyed considerable prosperity. The Jews, the Mahomedans and the Christians alike claim it as their first settlement. Near it was Mathilakam, the seat of a celebrated university which was at one time presided over by Ilanko-Adikal, the ascetic brother of the great Chera ruler, Senguttuvan, and the author of *Chilappathikaram*.

Two of the most important temples in the State are in Cranganur—the Thiruvanchikulam temple and the Bhagavathi temple. According to tradition, the Thiruvanchikulam temple was founded by one of the early Perumals on the model of Dravidian temples. Besides Siva, who is the presiding deity of the temple, the stone statues of Bhaskara Ravi Varma Cheraman Perumal and his spiritual preceptor, Sundaramurthi Swamikal, are also worshipped. By the side of this temple is the "Cheraman Paramba" which is believed to have been the place where the Perumals had their residence. As a mark of respect to the memory of the Perumals, the idol of the temple is even to-day taken in procession to this paramba on one of the annual festival days.

The Bhagavathi temple at Cranganur is famous throughout Kerala because of the annual "Bharani" festival (March-April) which attracts thousands of worshippers from all parts of the West Coast. On the occasion of this festival the polluting castes have the privilege of entering the outer precincts of the temple and offering worship. The worshippers make offerings generally in the shape of slaughtered cocks and goats, and they receive in return consecrated turmeric powder with which they besmear their body. The festival lasts for seven days, after which the temple is purified.

There is a small mosque in Cranganur which, according to tradition, is the first mosque founded in the whole of India. It does not face Mecca like other mosques, but faces due east. Another peculiarity is that the Arattu procession of the Thiruvanchikulam temple circumambulates this mosque also. There are several ancient Christian churches as well in and about Cranganur, of which the one at Kottappuram is, perhaps, the best known. Saint Thomas, the apostle, is said to have landed at the site of this church about 2,000 years ago, and this is said to be one of the churches founded by the apostle.

The Capital

The capital of the State is Ernakulam, the southern terminus of the Shoranur-Cochin Railway. It is a picturesque town in a beautiful setting. It faces a broad expanse of backwater which spreads to the north and the south as far as the eye could see, and at the back of it are innumerable coconut palm groves shadowing it, as it were from the sun. In the backwaters, studded with islets and islands, thousands of country-craft, along with numerous steam and motor launches, ply at all hours of the day, carrying passengers and cargo from place to place. Almost all the important public buildings are on the foreshore, and these, with well laid-out beautiful parks in front, form a pleasing picture, especially when viewed from the backwater in the golden light of the setting sun.

Although Ernakulam is the headquarters of the Government, the seat of the Royal family is at



The Cochin Forest Tramway.

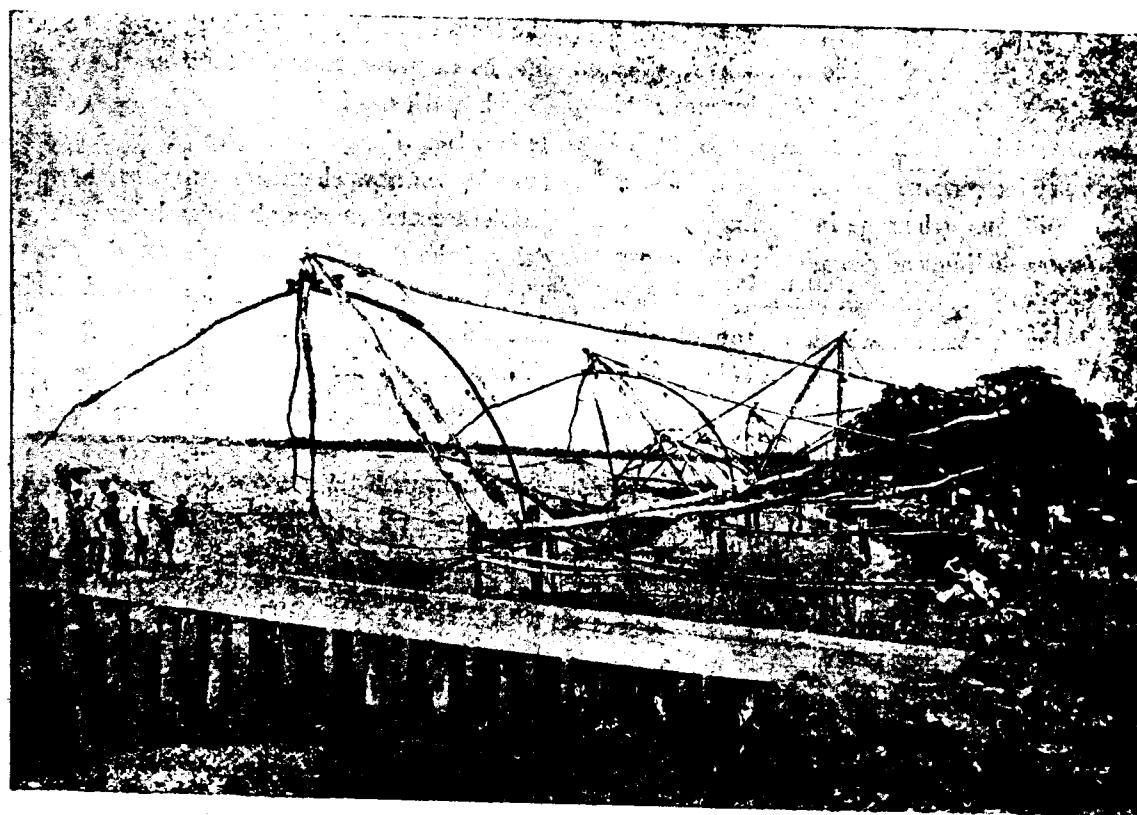
Trippunithura, six miles south-east of Ernakulam. There are several palaces built for members of the Royal family here, and in the centre of the town there is a very important Vishnu temple of great antiquity. His Highness the Maharaja usually resides in a handsome palace picturesquely situated on a hill about a mile and a half to the east of Trippunithura. Round this palace, known as the "Hill Palace," is a beautiful garden, attractively laid out on the terraced slopes leading to it, with a number of sparkling fountains spraying water on the flower-beds nearby. From the top of the hill a panoramic view of the green fields around for miles can be had—a view that is as refreshing as it is impressive.

Ernakulam is only a night's journey from Madras, and contains several good hotels, besides a well-equipped travellers' bungalow, for visitors to stay.

Trichur

Another important town is Trichur—twenty miles south of Shoranur on the Shoranur-Cochin Railway. The town is built round a hillock, on top of which is the famous Vadakkunnathan temple. A busy trade centre, Trichur has an extensive bazaar containing a number of fashionable shops equipped in modern style. The Havelock Market—the biggest market in the State—is situated in the heart of the town.

On the way from Shoranur to Trichur is a small town—Cheruthurathi—where is situated the Kerala



The Fishing nets, Cochin.

Kalamandalam founded by the well-known poet, Vallathol. The main object of the Kalamandalam is to encourage the study of the ancient arts of Kerala, such as the *Kathakali*, *Mohiniattam*, etc., and regular classes are held in the institution for teaching these arts.

Great is he who enjoys his earthenware as if it were plate, and not less great is the man to whom all his plate is no more than earthenware.

—Leighton.

The contented man is never poor;
The discontented man never rich.

—Socrates.

To float with the tide is a feat which any dog can perform.

—Dean Inge.

Looked at from the point of view, therefore, of hoary antiquity or of up-date modernism, Cochin is full of interesting material for study and observation; and the rest and recuperation that its genial climate and its physical charms offer are such as to appeal to all who are keen on a pleasure-filled holiday.

A gem cannot be polished without friction nor can a man be perfected without adversity.

The worst bankrupt in the world is the man who has lost his enthusiasm.

—H. W. Arnold.

The cynic is the man who knows the price of everything and the value of nothing.

Wilde.



The Pooram Festival, Trichur.

OUR LONDON LETTER.

(By Arthur L. Stead.)

Railways form the backbone of every nation's transportation system. Here in Britain the stupendous demands made upon the Railways are being fully met, and a wonderful contribution to the common cause is being paid by railway workers of every grade. For the duration of the war, all petty differences have been sunk, for it is recognised that mankind's supreme task to-day is the overthrow of the cruel Nazi regime, and the setting up of a sane order of society in which all nations, great and small, may live in peace and harmony. The country which permits itself to be divided by internal dissension is playing directly into the hands of the Nazi aggressors who are ever eager to snatch at such a bait for their own wicked ends. "Pull together" is a motto to which all free men wisely adhere these difficult days.

Our Security

Those of us who live under the humane rule of our beloved King have real reason for pride in the happenings of the past few months. Our Navy and Mercantile Marine keep watch and ward night and day securing the freedom of the seas; our Air Arm is ever on the alert and is delivering crushing blows on the enemy; while our Army, in co-operation with trusted Allies, gloriously plays its appointed part on land. Behind the Fighting Forces is a great civilian army, at Home and Overseas, producing munitions carrying on essential services such as transport, and generally backing up the effort of civilisation's forces to overthrow the aggressors.

Home railwaymen have never worked harder nor more eagerly than at the present time. The railways are operated on a war footing, having been taken over by the Government at the opening of hostilities. At any moment, the railway staffs may have to face an enemy attack, and the railways

are prepared for any eventuality. There are specially protected headquarter, divisional and control offices all linked up by intricate systems of communication which would continue to function under any circumstances. Individual workers have been equipped with gas masks and tin helmets for protection in case of need, and recently every employee has been furnished with a distinctive badge, to facilitate movement to and from work during air-raid warning periods. The badge is oval in shape, is gilded and enamelled and measures approximately 1½ inches by 1 inch. It is worn in the lapel of the coat, and bears an outline of a locomotive, the words "Railway Service", and the initials of the railway company by which the wearer is employed. On the reverse side is a consecutive number, from which its holder may be identified.

War-time Control

Since my last letter saw the light of day, agreement has been come to between the Government, the four big group railways and the London Passenger Transport Board in respect of the war-time control of the undertakings. The arrangement provides for the operation of the railways under unified control on an economic basis, with an appropriate payment for all Government traffic handled. The main clauses of the agreement set out that the receipts and expenses of the controlled undertakings shall be pooled. Out of this pool, the railways are to receive annual payments equivalent, in the case of the main-line companies, to the average of their net revenues for the three years 1935, 1936 and 1937; and as regards the London Passenger Transport Board, to its net revenue for the year ending June 30, 1939. These payments—totalling approximately £40,000,000 are guaranteed by the Government. In the event of the amount in the pool exceeding these guaranteed net revenues it is provided that the railways shall retain in full the first £3,500,000 of excess; beyond that sum, the

Government will take one-half of the net revenue until the point is reached where the Railways arrive, at their standard revenues after which the Government acquire the whole of the balance in the pool. Provision is made for standardising charges for maintenance, for handling the problem of war damage, and for bringing the receipts and expenses arising from the requisitioning of privately-owned wagons within the pool. There are also provisions covering the adjustment of conveyance rates, fares and charges, to meet variations in war-time working expenses. Actually under these provisions there was introduced an all-round addition to railway charges of ten per cent as from May 1.

Traffic Prospects

July and August normally are the peak months for passenger travel on the Home railways. This year, it was thought that passenger business would be considerably below normal but experience is showing that old-time standards are being closely maintained. There are several reasons for this. First, petrol restrictions and heavy motor taxation have sent many car users to the rail route. Then, munition workers and other civilians are realising the value of a summer holiday as a brief respite from their onerous tasks. Parents with children evacuated in the country are making regular visits by rail to see their families, while the staffs of many big firms which have moved their headquarters out of London frequently travel to Town at weekends and holidays. It is a fine example of the efficiency of our Railway when they can carry such large holiday crowds at a time when they are also meeting the stupendous demands of the Government. Passenger publicity is not being indulged in to any great extent this season but the group lines all have issued once again their imposing holiday handbooks.

These handbooks are priced at sixpence per copy. A typical guide is the *Holiday Haunts*, publication of the Great Western. This runs to no fewer than 744 pages and contains descriptions of over six hundred resorts with details of accommodation, along with many very fine pictures. The Southern

Railway's *Hints for Holidays* has some 512 pages and is enriched by a generous display of first-class illustrations. The London & North Eastern *Holiday Handbook* preserves all the valued features of its predecessors, including illustrations in photo-gravure, while from the London, Midland & Scottish headquarters comes another equally appealing publication devoted to L. M. & S. resorts.

While new works, other than those directly concerned with the war effort, are being postponed on the Home railways, certain improvements put in hand prior to September last wisely are being completed. One of these works is the reconstruction of the Great Western passenger station at Leamington, the popular Warwickshire inland Spa. The new Leamington Station replaces an old structure dating back to the eighteen-fifties. Features of the new plan include roomy subway connection between Up and Down sides, with electric luggage lifts; the lowering of the original high-level approach road to subway level, the provision of new approaches to the loading docks; and increased covered platform area. The rebuilt station forecourt covers three quarters of an acre with ample car-parking accommodation; and there is direct access from the forecourt to the various offices. The booking-hall, immediately inside the main entrance, leads directly to the steps to the Down platform and the new subway to the Up side. The booking-hall walls are lined with tiling above a polished granite plinth. This plinth is a notable feature of the new station; it has been employed extensively on the front elevation of the main building, and also on the building work on the train platforms.

London Town remains the same cheery, lovable capital it has always been, despite the war. True, lights are dimmed after sunset, and there are air-raid shelters at every corner. But Londoners remain optimists and there are cheery trees and tulips by the million blooming in the parks. Small boys still sail their model yachts on the waters of the Round Pond in Kensington Gardens; guardsmen and nursemaids make love under the new green of the oaks; and down at Epping, the blue-bell carpet

this season 'appears bluer than ever. Aggressors cannot damp the spirit of London, nor can they stay its growth.

The Metropolitan Railway forms one of the capital's most important traffic links, and recent official figures tell of the striking expansion of business over the line, and of the huge increase in population of the areas served.

Very clever advertising has played a big part in the development of "Metroland" and this is certainly one of London's most charming and convenient dormitories.

Railway Films

Like most other countries, India recently has become increasingly interested in the cinema film as a means of publicity. Here at Home, a new film just released, entitled "Carrying On", tells of the splendid work of the railways during the past months. The film was made in co-operation with the railway authorities, and the story opens in the latter part of August last, when vast holiday crowds were being handled, while behind the scenes railway officials were preparing for any eventuality. Next, evacuation is pictured, with three million people being transferred to safety. At midnight on September 1, the Government acquired the railways and the stern task began. Railway premises and carriages were blacked out; trained air-raid precaution workers and guards took up their posts; troop movement commenced; guns, tanks and munitions were transported in enormous quantities to meet the first needs of the war; reinforced concrete railway control offices were opened; over six miles of passenger carriages were converted for Red Cross use; and hundreds of special trains were provided at short notice to convey the machinery and man-power of the Fighting Forces. Truly, this film provides a wonderful story, and also a very fine record of the railways' effort in the early stages of civilisation's stand against aggression.

Nazi Aggression

After having swamped the peace-loving lands of Czechoslovakia and Poland and encouraged the

invasion of harmless Finland, the Nazis turned their attention to unassuming Denmark and Norway. The good people of these two countries asked for nothing more than to be left in peace to carry on their normal daily occupations. But that did not suit the German dictator and his satellites. So Denmark was over-run, and threatened at the pistol point, while gallant Norway also suffered invasion by Germany.

Denmark is a relatively small but wonderfully progressive land mainly concerned in agriculture. Serving the country from end to end is the well equipped transportation undertaking known as the Danish State Railways. From the engineering aspect, railway construction in Denmark has been simple, although bridge works have been involved in linking up the different islands. The country is flat, and consequently sharp curves and heavy track works have not been necessary. There is actually only one tunnel on the whole 1,500 miles of track forming the Danish State Railways and only one viaduct of any size. What the Danish Railways lack in the way of tunnels, viaducts and so on, they make up for by the fact that to connect the several islands forming the country, there have had to be built and installed numbers of train ferries over which are worked through passenger and freight services. The first Danish Railway was opened between Copenhagen, the capital and Roskilde in 1847. Copenhagen remains the headquarters of the system.

The Norwegian Railways comprise a network of tracks radiating from Oslo, the capital. The Oslo-Bergen line carries the heaviest business. This line is 306 miles long and between the stations of Voss and Myrdal, no less than twenty-five tunnels are passed through, the longest being the Gravehals Tunnel (17,421 feet) which occupied twelve years in building. One day, these sorely harassed little nations again will enjoy freedom. In the meantime, the one task of all of us must be to back up the Allied effort to the full.



SHORT STORY

Love & Football.

(By Sydney Horler.)

As she snuggled into the warm anchorage of the man's arms, Madge Winwood sighed expressively.

"Thank goodness, it's settled!" she said fervently. "Of course, I should have waited if it had taken you six months to make up your mind—but I am awfully glad you were so quick, Hugh!"

Hugh Crispin looked down at the tantalizing pretty face and drew his arms still closer round the supple form, whose yielding made his temples throb.

"Quick!" he replied musingly; "I would have proposed to you the first hour I saw you, little girl, if it had been quite decent, and if I thought I had the least chance. It's splendid of you to be so frank: splendid to know that you wanted me as I wanted you—"

"Oh of course," interrupted the girl, "I'm tremendously in love with you, old boy—what girl wouldn't be? but there is another reason why I'm glad we're going to be engaged right away!" She offered her warm lips again with the trusting directness of a child, and laid her head upon the tweed shoulder.

"Another reason?" Lost amidst his dreams, Crispin repeated the words mechanically.

"Yet another reason, boy o'mine!" Madge Winwood's voice shook a little with excitement and her eyes shone with an added brightness. "Now that you've settled in town you'll be bound to play football. Now, of course, you'll play for the Albion, my team!"

Disengaging herself, the girl daintily raised her skirt and executed a brief *passeul* of triumph.

The dance came to an abrupt conclusion. The laughter died from the girl's face; the sparkle ebbed from her eyes. From the spirit of carnival she changed into a figure of gloom.

"Why, Hugh, whatever is the matter? You look ghastly! Are you ill?"

"Ill?—of course not!" But the man's arms hung limply by his side. Upon the grey face, from which all colour had faded, there was a look of hopelessness.

"Hugh!"

The girl had rushed forward, pity in her voice, with her arms outstretched.

When Crispin held up his hand, she stopped, looking bewildered.

"I want to be quite fair," said her accepted lover, "and so I'm bound to tell you that I cannot play for the Albion! The fact is, I have already promised to play for the Wanderer's."

"What?" demanded the girl, almost incredulously. And then quickly: "But even if you have, you must remember that you weren't engaged to me then! It's perfectly natural, I suppose, to wish my future husband to play for my own team?" There was a direct challenge in her words.

"Quite—and I'm doubly sorry, old girl, that I can't do it? My hands are tied—I want you to believe that, please! There is a reason—"

"Is any other reason sufficient to outweigh the fact that I've asked you to do this for me?" coldly demanded the girl. "Just now, you swore you loved me—!"

"And I swear it again!" declared Crispin passionately. "Practically every desire I have in life is centred in you!"

"Prove it," exclaimed the girl, stamping her foot. Then as a wave of anger swept over her at the absurd attitude which she considered Crispin had taken up, she added in a tone of finality: "Just now, I said I would be engaged to you! Until you

play for the Albion, I shall cancel that promise! You may think me petty—but I had counted on you. I promised my uncle that I would get you to play."

Hugh Crispin made no reply. He had crossed to the chair and was sitting down, his head between his hands. He was trying to think of some way out of this cursed perplexity. Madge Winwood, mistaking his preoccupation for obstinacy, darted for the door and closed it sharply behind her.

In the first year of the Great Peace, the People, shaking themselves free of the horrors of War, turned to Sport. They had all the pent-up enthusiasm of five barren years to expend; the football season opened amid such seething excitement as the game had never before known.

The killjoys and the pessimists were confounded. Instead of being ruined by the war, professional football became more firmly established than ever. From all parts of the country came the reports that the huge crowds had almost fought their way through the busy-clicking turnstiles, until the grounds, big as they were, could hold no more.

But there was one dissatisfying feature. If the crowds were even bigger than before the war, it was generally admitted that the standard of play was palpably poorer. Five years marks nearly an epoch in a professional footballer's life, and many of the old famous craftsmen were now merely "names"—still honoured and held in affectionate memory, but yet—"names." Their powers had waned; they were no longer Saturday afternoon heroes, their praises sung by a thousand frantically scribbling scribes. Those of them who did not train or manage teams kept hotels and wrote football reminiscences for the cheaper periodicals.

Perhaps it was because the whole country was so "keen" that, presently, it became critical. The old "stars" had gone, and there seemed none to take their place. The giants had passed, and their like would never be seen again. All the big clubs were willing to pay thousands of pounds for a good centre-forward.

The ancients had it that the need supplied the man. No doubt it was so in the case of Hugh Crispin. Granted that, owing to the general poor forward play which was seen at the opening of the season, he showed in greater contrast, the soundest judges said that he was the greatest leader since the immortal G. O. Smith.

Centre-forward is admittedly the most difficult role of all to play in Association football. The primary object of a football team is to score goals, and the centre-forward is the mainspring of the attacking forces.

Hugh Crispin had all the attributes of a centre-forward of genius. He could snap up a pass whilst travelling at full speed; he was such a masterly dribbler that he could weave a way through the opposing defence without the ball scarcely leaving his toes; with either foot, he was a deadly and terrific shot; he could jump into his stride with a single action, and he kept a cool head in front of goal.

Whilst doing some occasional duty at a local hospital, he met Madge Winwood, who was just completing for war-time service as a V. A. D. From the moment that he first looked into the frank brown eyes of the girl, he knew that the glance she had given him would lead him captive for the rest of his life. By the magic instinct that is born of Love's revelation he was aware that this girl had the capacity of bringing him the highest joy or the deepest sorrow. Out of her bounty she had elected to bring him joy. She had told him so, gladly, frankly, and yet by a mocking twist of fate, the joy had turned to sorrow in the twinkling of an eye.

He rose slowly, lingering on the way. But it was a servant who saw him out.

Forty thousand spectators had already struggled past the barriers, but still the crowd outside the Albion football ground seemed as dense as ever—a seething mass of humanity. It stretched as far as the eye could see—the sea of faces reflecting the one anxiety lest the gates should be closed before they themselves were admitted to the mighty enclosure, on the green turf of which would be

thought out the great football drama which had occupied their thoughts for the past week.

Historic rivals, dating back from the 'Eighties each meeting of the local rivals, the Albion and the Wanderers, saw a fresh attendance record broken, and to make the match that afternoon more enthralling, both teams were running a neck and neck race at the present time for the leading place in the first Division League table.

While the jostling crowd elbowed its way into every square foot of available space in the great ground, a girl sat in her reserved seat in the grandstand, her face between her hands.

There was a perplexing frown on the white forehead, and a look of slumbering resentment glowed in the dark brown eyes.

Saturday afternoon was the most glorious period of the whole week to Madge Winwood, from the beginning of September to the end of April, but this day she felt she was humiliating herself by being present. The fact that the team she supported with such burning enthusiasm was meeting its deadliest rivals, and that the match was consequently one of the most exciting of the whole season, only added to the bitterness of her thoughts.

"Why so gloomy, Miss Winwood?" No good to meet troubles half way you know!"

The kindly scoffing voice made the girl look up. She saw those very good business friends, but keen sporting rivals, her uncle and Mr. Ronald Deacon, regarding her quizzically before settling themselves in the seats on either side of her.

The sudden appearance of the leading spirit of the Wanderers fitted in with her present thoughts in such a startling fashion that she almost forgot herself. Good friend as he was, she could not help remembering that it must have been Ronald Deacon who had induced Hugh Crispin to play for the Wanderers, and his gaining the consent of the centre-forward threatened to cost her the love of a man whom she felt to be her predestined mate. Try

as she would, she was not able to prevent her eyes from flashing a baleful glance at the Wanderers' chief director.

Puffing a little, her uncle sank into his seat on her right with a grateful sigh.

Sixty thousand people to watch and acclaim the play of the man she loved! It was a thrilling thought to such a sportswoman as Madge Winwood, but almost immediately the reflection recoiled on herself. Was not Hugh Crispin playing as an enemy instead of a friend? With this shattering remembrance came the toot of the referee's whistle calling the teams to battle.

In the few brief moments before he started the game, Hugh Crispin's mind was full of bewildering thoughts. If he had not possessed a self-reliant will, the young centre-forward, who was shortly to be on trial before the keenly critical eyes of sixty thousand people, would have felt the solid earth rocking beneath his feet. Playing for the first time in the highest-class football, before an intensely excited crowd whose serried ranks seem to stretch away unto the very skyline, is an ordeal that few beginners face with composure, and Crispin had the additional disadvantage of knowing that every cunning scheme he initiated, every yard of ground he gained, every shot at goal he took, would be the means of separating him even more widely from the girl he so passionately loved!

But even his love for Madge Winwood—deep and abiding as it was when weighed in the balance against the resolve he had made on the day he knew he was a talented footballer, proved to be the lesser thing; for the compact he had made with Ronald Deacon was his way of endeavouring to requite what he deemed to be a debt of honour. And honour to Hugh Crispin was a greater force even than love.

It was this iron-willed determination that changed Hugh Crispin, from the moment he started the game by flicking the ball to the inside-right, into a man of steel and ice. For, as he construed his duty, it was not sufficient merely for him to appear for the Wanderers; he must play to the limit of his skill,

and to the last ounce of energy he had in him. So only could he satisfy himself.

A sudden mighty lunge out to the extreme right, where the Wanderers' winger was fretting like a greyhound held in a leash, and the great game had commenced. The deep baying that came from the crowd was a tonic to Crispin as he rushed down the centre of the field; he wanted to forget the presence of the girl he knew was in the grandstand, and that frenzied excitement into which he was now plunged was likely to do him this favour.

Surrounded by opponents, Crispin, admirably judging the flight of the ball, leapt high in the air. The craning crowd saw a dark head twist itself sideways—and the next moment an almost invisible wave of relief swept through the dense ranks of the home supporters. Only by a desperate dive had the Albion goalkeeper averted the "header" from the amateur centre-forward of the rival team.

A crowd likes to have a thrill in the opening minute of a game; it whets the appetite. Having seen the ball got safely away, the Albion supporters breathed freely once again, while the section of the spectators whose hopes and fears were bound up in the fortunes of the Wanderers urged their favourites to surge again to the attack.

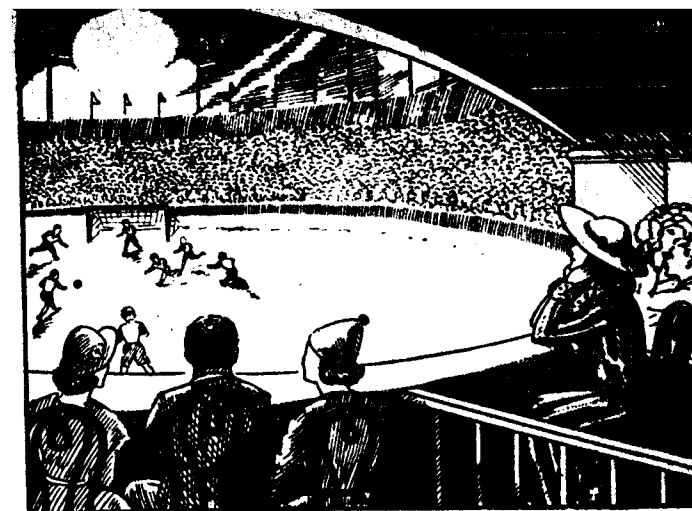
Another time Crispin might have been affected by his bad luck in not scoring, but now the only influence the incident had on him was to steel him to greater zeal.

Once again he swept the ball out to the right. It was a superb pass, and the winger, darting forward, took the ball in his stride. Resolutely tackled by the opposing half-back, whom he could not pass he swung himself back and booted the ball to the centre of the field.

"Right!"

The tense word of authority rang out like a clarion note. The inside-right paused in the leap he was about to take for the flying sphere, and let the ball pass.

It came ankle high to Crispin. It was an ideal ball for him to take. Although running at top speed, he nestled it against his toes, and started off on a voyage of destruction to the Albion goal which simply electrified the craning, swaying crowd,



He glided past the centre half-back, who had been assiduously shadowing him ever since and he nearly scored a point with that quick nod of the head and drove straight for goal.

Into a rack of players he weaved, the ball never more than three inches from his toe. When he was seen to emerge clear of the opposition the quivering spectators rose at him, friend and foe cheering like men possessed.

Grim and gaunt, Robson, the redoubtable left back of the home team, waited the coming of the new "star". Suddenly, he made one of his characteristic heavy lunges which had paralysed with fear so many opposing forwards.

The crowd resigned itself to hearing the heavy crash of the colliding players. They started to groan, but went on to cheer. With a masterly swerve, the Wanderer's centre-forward had wrung past the menacing shoulder of the back, and was now heading straight for goal, having dribbled clean through all the opposition.

A silence as of death hung over the enclosure. The sixty thousand spectators were almost afraid to breathe. In the cheaper parts they leaned against each other, their eyes glued on the man who was speeding towards the goal like a demon of energy. Up in the grandstand a girl, her hands clenched, sat entranced, forgetting even her humiliated pride in the glory of such superb footcraft.

After making a furious but ineffectual attempt to disconcert the raider by jumping about in his goal, the home custodian suddenly rushed out of his charge. It was the last frantic measure of a desperate man.

He spreadeagled himself as he came, but he might have saved his arduous labours. In that

moment of critical tension, Crispin proved his footballing worth by shooting quickly but coolly into the untenanted goal.

It needed but this for the vast crowd to take the young amateur to its heart. The supporters of the Wanderers grew incoherent and hoarse in trying to express what they thought of the unknown centre-forward, while the "ranks of Tuscany," grim-featured under this reverse, savagely wondered why the Albion directors had allowed this undoubted "star" to be snapped up under their very noses, and by their keenest rivals. But the deepest chagrin of all was felt by a girl sitting in the grandstand whose glossy furs were only a pale reflection of the dark amber lights that glistened in her eyes.

"Anything can happen at football." That saying has long since passed into a truism. On one of those solitary raids, Bewsher the visiting left back, unaccountably miskicked when he had plenty to clear, and the opposing inside-right fastening on to the ball cut inwards and scored the equalizer at a point-blank range. It was a gift goal, and a schoolboy could scarcely have missed scoring it.

But the home supporters did not allow that fact to temper their jubilation. A goal is a goal—and the scores were square!

Straight from the restart, Crispin made his line an attacking force again; and, recognizing a real leader, the other forwards responded to his will. A bewildering bout of short passing ended in the outside-left swinging in a square centre.

Crispin was seen to jump for the ball, and in the same instant he was hurled violently aside. The centre-half, determined to take no chances, had swept him off his feet in a brutal charge.

He was still limping when, a minute later, the whistle went for half-time.

Robert Maxwell had left his seat to exchange greetings with friends, and Madge Winwood and Ronald Deacon were alone.

"I am old enough to be your father, Madge," remarked the Director of the Wanderers, "and moreover I think I have the honour of counting

myself one of your friends. You will understand, then, that what I have to say is actuated by good motives. It concerns Hugh Crispin," he added quickly.

"I do not know that I want to talk about Hugh Crispin, Mr. Deacon."

Brave as was her determination, the voice had faltered a little. The girl had seen Crispin limping with pain.

Shrewdly, Ronald Deacon took this feminine, "No" for "Yes". Putting his hand on the girl's arm, he continued: "There is a greater thing even than football," he said, with a slight quizzical smile belying their earnestness. "Don't think that Hugh Crispin has told me—because he hasn't—he isn't that type of boy—but I know that you have had a misunderstanding and I can guess the reason why."

No reply came from the girl. She looked straight in front of her—out to the green turf on which the man she loved had half an hour before made the most electrifying dribble she had ever seen in football.

"Should I be wrong in thinking that you had that quarrel because Hugh Crispin is playing for the Wanderers instead of the Albion to-day? Because I am right, I feel it my duty to tell you the reason—you will agree, when you have heard it, that, from Crispin's point of view, it is a very good one. It is only the fact that you love him, and he loves you in return that makes me speak. But I feel that justice to that splendid boy demands it!"

Madge Winwood thrilled at the ringing sincerity with which her companion spoke. With a sharp pang of regret, she recalled that she had not allowed Crispin to tell her what his reason was for having pledged himself to play for the Wanderers. What was it he had said about his hands being tied—?

"Tell me!" she whispered tensely.

"I shall just have time before the crowd comes back," replied Ronald Deacon. "Ten years ago I had a business partner, Hugh Crispin's father. One day he confessed to me he had embezzled £8,000

of the firm's money. I was stunned; and before I could recover my astonishment and decide what was best to be done, my partner had died from a seizure brought on by worrying over his crime."

Pausing to steady his voice, the speaker went on: "Hugh was a lad of thirteen to fourteen then. How he got to know, I have not been able to find out; perhaps his father confessed to him just before he died.

"What I do know is that the son of my old friend—for James Crispin is still a friend to me—came to me a month or so ago and informed me he was determined to pay me back the money his father owed me—that was the way he put it.

"Of course, I said I shouldn't countenance such a thing. Someone had whispered, Madge, that you and the boy were friends—and if you were my own daughter, I couldn't wish for you to marry a better man than young Crispin.

"I thought he would strike me when I told him I wouldn't take a penny from him; that I was a comparatively rich man, and that even if I wasn't, I did not intend to rake up a thing that I had buried and forgiven many years ago.

"You are just starting out in life—you owe a duty to yourself. Save your money; and when you've got your first thousand, I'll give you another, if only for the sake of your father," I said."

"You said that!" exclaimed Madge Winwood; "how really splendid of you!"

"But he would not be satisfied," resumed Deacon. "He wanted to know how he could show me his appreciation for keeping his father's name beyond reproach. 'They tell me I can play football,' he said; 'would you like me to play for your team? If you won't take money, football is the only thing I've got!'

"Of course, I had heard that he was a wonder at centre-forward and, elated, I naturally said 'Yes,' and got him to sign an amateur form straight away. And now you know all," Ronald Deacon concluded; "here are the teams."

In the dressing-room, the Wanderers' trainer fussed nervously with Crispin's damaged shin.

"Can you get it fixed up so that I can go out with the rest of the team?" asked the centre-forward quickly.

"You'll score a lot more goals with that leg, Mr. Crispin—and some of 'em will be this afternoon, I'm expectin'," returned the busy trainer.

Bill Bradley was destined to be a true prophet. More grimly determined than ever, Crispin turned out for the second half. As in the first portion of the game, he was the most compelling personality on the field. Time and time again he sent the crowd into paroxysms of delight with the cunning of his swift-moving feet.

Infuriated by the many assaults which they had tried in vain to beat off, the Albion half-backs went for the man instead of the ball. When half an hour of the second half had gone by, Crispin found himself minus the help of his two inside forwards, both of whom had temporarily retired.

Obsessed by the determination to win this game, and thus prove to Ronald Deacon that he was in earnest, the loss of the two forwards made him more resolute than ever to score the deciding goal.

A long pass from his centre-half set him going. Keeping the ball close to his toes, he sprang at once into top speed.

He swerved violently to the left to evade the raw-boned centre-half who was dogging every step he took. Immediately the whole Albion pack were at his heels.

But there was not an artifice that he did not show that rushing band of defenders! Here was another Robert Templeton come to light! Never losing the ball, Crispin, by brilliant footcraft, worked his way almost to the touch line.

Through the ruck of players, he could see the scarlet jersey of one of his own side. Lifting his foot, he lobbed the ball to the man, and then, without stopping, rushed forward towards the Albion

goal. If the man had any footballing sense, he would know what to do, he thought.

Bennie Morrison had gone iron-grey in football. Thirty-eight years of age, he was still accounted one of the best centre-halves in the country.

He smiled appreciatively as Crispin lobbed the ball to him; this bit of football strategy made Morrison place his final seal of approval upon the amateur.

"Aye—he's bonny centre! he murmured to himself—and shot the ball forward to where, well on-side, Crispin was waiting for it."

Once again the crowd, myriad-voiced, called upon Crispin in frenzied appeal—and this time he did not disappoint them, or himself.

Perplexing one back with a clever feint, he streaked past the other, shooting whilst still on the run.

It was a dazzle-drive; no one was able to follow the flight of the ball. As he sadly picked it out of the back of the net, the home goalkeeper confided to the right back that he didn't know what had happened until he heard the shouting.

"Thank You"

The form in which courtesy may be manifested is not prescribed by any rule but rather is shown by an infinite number of actions that indicate the spirit of friendliness and co-operation essential in the development of good will. It is no exaggerated conventional form, nor meaningless lip service. It may be simply a cheerful attitude, a smile or a pleasant word; the use of the telephone offers a real test of courtesy when a "voice with a smile" may mean the difference between a satisfied customer or a disgruntled one. The ways of being courteous are legion but they all fall under that human behaviour indicated by being friendly, accommodating and considerate.

Probably courtesy in Railway business is second only to the maintenance of unexcelled transportation in importance and in developing and keeping traffic.

That spectacular goal proved the deciding point; it was a fitting finish to a thrilling game.

Like a penitent seeking sanctuary, the girl approached him.

"I feel ashamed of myself for being so petty," she said slowly. "It wasn't a bit sporting, I know, Hugh; it was everything that was mean and contemptible! No, don't interrupt me!"

"But"—brightening—"although I know you must play for the Wanderers, I can break my promise!" The brown eyes shone with frank joy.

"Why?" Sure of her now, Crispin asked the question with the kindly toleration a man shows to a girl whose waywardness fascinates him.

"Because, you see, dear old boy," she flashed back, "I've decided to let England take the place of the Albion. I said, you know, that I wouldn't be engaged to you until you played for the Albion; but you're going to play for England—which is ever so much better! Hugh, boy, tell me I'm a sport!"

"You're a darling!" said Hugh Crispin shakily.

Important as it is to our business it is perhaps equally valuable to us as individuals, for, courteous dealings with our railroad's customers mean that our jobs will be easier and our work infinitely more pleasant.

The Flying Reporter.

When a reporter for any great Tokio daily goes on an assignment, he carries a dozen or more homing pigeons. He writes his story on thin rice paper, slips it into an aluminium capsule on the bird's leg and tosses it into the air. The pigeon then heads for the home office.

True courage is the result of reasoning. Resolution lies more in the head than in the veins and a just sense of honour and of infamy, of duty, and of religion, will carry us further than all the force of mechanism.

— Jeremy Collier.

Carpets.

ANOTHER SOUTH INDIAN INDUSTRY.

Carpets are manufactured in designs which vary from the simplest to the most intricate and decorative patterns. Little is known of the industry in South India.

The use of 'carpets' has been in vogue from ancient times and is traced to an Oriental origin. The Saracens, the Moors, the Egyptians and the Persians seem to have had a special aptitude for this industry and India which had always maintained a close contact with them easily took to this. The ingenuity and craftsmanship of the Indian workman encouraged by the Musalman and the Hindu Rulers evolved the manufacture of carpets of fine quality with decorative designs, which soon became the marvel of the West. The Calcutta rugs were famous even as early as the sixteenth century when Queen Elizabeth sent the first expedition to India.

The history of carpets forms an interesting study. Originally used by the priestly class of Egypt for prayer, the rugs came to be generally used as Hearth Rugs, Throne Rugs, Wedding Rugs, Drawing Room Rugs and Hoast Rugs, to suit the different occasions and needs.

Of the several kinds of carpets, the woollen carpet known also as the "knot carpet" marks the highest development of the weaver's art. The woollen carpets are of two varieties—the tufted and the pile. Sheep's wool, goat's and camel's hair are used in its manufacture though the wool taken from a live sheep and the camel are supposed to add lustre to the fabric.

Pile Carpets

Unlike the tufted carpets, which have warp threads of a coarse material on which the wool is loosely spun in big knots, piled carpets are of a finer manufacture, the warp threads being of a fine material with many knots of wools of various colours crowded into it. The upright ends of the woollen threads are clipped close and tightly pressed so as to make



The Cotton Carpet Loom.

an even pile and a velvety surface. The workmanship is of a very high order and it is stated that it takes a day for completing a square inch of this carpet. Though very costly, they endure long and are now manufactured at Masulipatam in the Madras Presidency.

Tufted Carpets

Tufted carpets are those with tufted surface or naps. These are also called "knot carpets" as knots of coloured wool, hair or silk are tied on to warp of cotton threads.

The tufted carpets are of varying sizes and are manufactured at present at Salem and Bangalore in South India in large quantities for export. A carpet of the size of 9 feet by 12 feet takes six to ten days to make. Several designs and patterns are woven into the fabric which require a deftness of hand and quickness of eye. An expert draws for the weaver, designs of various patterns on card board which are translated on in the loom to the fabric.

It is interesting to note the several stages in the making of a woollen carpet. The raw wool sheared from the sheep; cured by a mechanical process which rids it of all impurities; carded, and then turned to the twisted yarn by the "Charkas" worked by the rustic women-folk, marks the first stage.

The dyeing of the yarn through steam process marks the second stage. The dyed yarn is then dried up on lofts in rows and then taken to the looms for being woven.

The wooden frames in which the warp threads are stretched stand upright on the ground. The warp consists of cotton threads, the number of which is regulated by the breadth of the carpet and fineness or coarseness of the fabric. Knots of coloured wool are tied on to the warp of cotton threads and across the warp and above the tufts, a weft thread is run in. The rows of tufts are then compressed by means of a blunt comb-like instrument thus making a compact textile with a tufted surface. The projecting tufts are then clipped to form an even surface. The carpets when ready are rolled up together and well packed. Cart loads of these are then despatched by rail for being shipped to foreign markets. These are not much in demand locally due to the expensiveness of the material and the tropical climate of South India—factors which have contributed in no small measure to the manufacture on a large scale of cheap cotton carpets so familiar to every Indian household.

Cotton Carpets

The Carpet Weaving Works at Bhavani—nine miles from Erode Junction are famous for their cotton carpets. The cheapness of the fabric gives no indication of the hours of labour and toil spent before the finished product is ready for use.



Women working at the spindle.



Woollen Carpet Loom.

Dyeing

The yarn obtained from the Mills, is first soaked in water and allowed to dry overnight before it undergoes the further process of being thoroughly washed in a solution of water, Turkit oil and Soda. This conduces to the fastness of the dyeing which is made after it gets dry. The black-dye powder is mixed with a proper quantity of sodium and thrown into the boiling cauldrons and the dried yarn is taken on in the middle of two sticks by two men who soak it in the cauldron, turning it over and over till it gets completely dyed. It is then taken to the open and there left to dry on lofts specially erected for the purpose. Several colours are used for dyeing—Red, Rose, Blue, and Yellow—which however do not require the mixture of sodium.

Loom

The dyed yarn is taken to the Factory where women sit at the spindle wheel and roll up the threads of yarn of different colours in packs of convenient lengths to fit into the shuttle. Warp threads are stretched on wooden frames which lie level with the ground and the coloured yarn is wefted in by passing the shuttle through the warps and then fixing it in position with the dexterous ply of the hand at the loom. A small carpet is woven by a single person while a bigger one—hall carpet—measuring 35 by 16 feet—is done by three persons



Silk carpets.

two sitting at each end of the loom, passing the shuttle from one end to the other alternately, the man in the middle fixing the weft thread in position. Different coloured threads are used according to plan and as portions of the carpet are being made, the frame is brought nearer and the carpet rolled up until at the end the finished carpet is cut from the loom. Men employed at these Factories are generally paid by the number of carpets they turn out. Decorative designs are also woven into the carpet with the help of tracings and sketches which vary from geometric and angular forms to blossoms and leafy scrolls or botanical and animal forms.

Hand-bags are also made out of carpets.

In India as in other oriental countries carpet-weaving is still done by hand and affords employment for thousands of skilled and unskilled labourers, men and women who toil all day long and earn

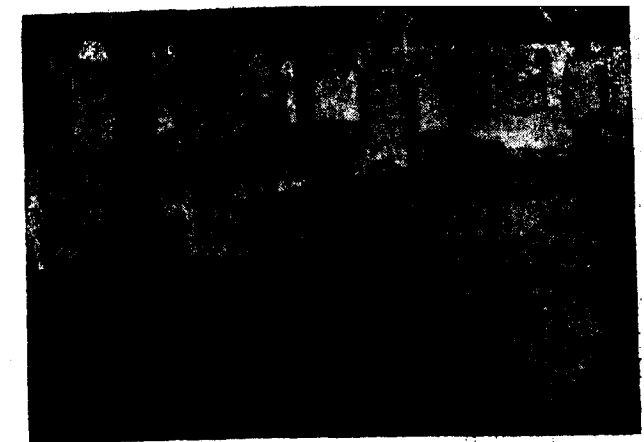
Money.

It's a funny world. If a man gets money, he's a grafter. If he keeps it, he's a capitalist. If he spends it, he's a playboy. If he doesn't get it, he's a ne'er-do-well. If he doesn't try to get it, he lacks ambition. If he gets it without working for it he's a parasite. And if he accumulates it after a life-time of hard work, he's a sucker.

More than the hand is the tongue, the organ which can do most good and evil.

Strong and bitter words indicate a weak cause.

—Victor Hugo.



Tufted carpets.

their daily bread. The Government in India train prisoners in jails in the art of carpet-manufacture. These carpets known as the "jail carpets" are noted for their high quality and are very popular. Weaving chools have also been started, where this industry, is taught to school boys.

Carpets were first introduced in England in the 13th century by Queen Eleanor of Castille from Spain. In the 13th and 14th centuries, Venice was an important centre for importing oriental carpets and it was not till the beginning of the 18th century that carpets came to be woven in England. Mr. William Wood of England and Erastus B. Bigelow of America were responsible for the introduction of power looms worked by steam in the United Kingdom during the 19th century. In 1880 it was introduced in France and to-day the carpet manufacture in the West is in flourishing condition, the Turkish and the Venetian carpets particularly being held in high esteem.

Courtesy and Service

Reputation is a quality to be found in corporation as well as in individuals, but a good reputation for a corporation is more difficult to achieve and sustain, because it depends on collective rather than on individual action. A patron may enjoy a score of pleasant contacts and yet be left with an unpleasant impression from a single thoughtless response.

The fellow who always grumbles about his job will always have the kind of job to grumble about.

Always laugh when you can, it is a cheap medicine.

Cochin called us!

(Account of an excursion.)

(P. R. Subrahmanyam, B.A. (Hons.), L.T.)

The memories of last year's excursion to Palni were too sweet and pleasant in the minds of the pupils and teachers to be ever forgotten. The high educational value that the excursion afforded the pupils by giving them countless opportunities for seeing in practical life several things they had been vaguely taught through books at school, the numerous qualities like loyalty to authority, sacrifice of personal conveniences, and spirit of accommodation which are perforce instilled into the minds of the pupils and the many lessons learned in the value of discipline, organisation, and corporate endeavour, had all made such a strong impression upon us that the decision had already been made during the Palni trip, to make the excursion an annual feature of the School. So then, when the Excursion month came round, the boys were all hanging on tenter hooks for the "biggest event of the year."

Cochin called us—Cochin with its magnificent Harbour, its extensive backwaters fringed with picturesque groves of cocoanut palms, its waterways alive with boats of numerous kinds.

It was a bright and cheerful party numbering 126 including ten teachers and led by the Headmaster, Sri K. S. Rama Iyer, that assembled at the Kollengode Station on the morning of 7th March, 1940. The train steamed in with two special carriages

placed at the disposal of the party by the South Indian Railway Company which had readily consented to extend to us all facilities to make the trip a success.

At Trichur

Passing *via* Shoranur the party had its first halt at Trichur, the historic city of Kerala. The day was spent visiting some manufacturing centres of the place, the State Museum, and the Art Gallery in the Town Hall. A most enjoyable time was spent in the evening in the famous Vadakkunnathan temple. It was Sivarathri Day, the most important day in the Calendar for the temple and the temple premises decorated with hundreds of thousands of lights presented a magnificent appearance unmatched by any sight in Kerala. Next morning the party left for Ernakulam.

The sight of the backwaters of Ernakulam with their numerous kinds of floating craft was something altogether new to most of the boys. After spending some hours in visiting the fine laboratories of the Maharajah's College, the party crossed over to Cochin, and there visited the famous Jewish Synagogue and the celebrated frescoes of the Pazhayannur Bhagavathy Temple. After spending a very happy evening on the beach in British Cochin and seeing the glorious setting of the evening sun, the party crossed back to Ernakulam.

In the Backwaters

Early next morning, in a special Steam Launch arranged by the officers of the South Indian Railway the excursionists left for Vaikom, a place of intense religious importance. Vaikom was reached at 6 a.m. and after offering worship in the temple, the party left the place at 11 a.m. The return trip to Ernakulam was undoubtedly the most enjoyable part of the excursion. With a fine breeze blowing, with the launch steaming forward with a side to side lull, with splendid landscape all round, the boys made themselves extremely happy, laughing, talking, singing and dancing. After reaching Ernakulam the party boarded their carriages attached to the Cochin Express.

The next stop was at Alwaye from whence a trip had been arranged in buses to Kaladi, the birth place of the famous philosopher, Sankara. Kaladi, with its idyllic situation on the banks of the Alwaye river, its splendid evergreen vegetation all round, its sequestered temples of Sarada and Sankara, makes an indelible and deep impression on the mind of every visitor. The party left Alwaye next morning and reached Kollengode at 12 a.m. on the 10th of March, the trip thus running over four days.

The excursion was on the whole a grand success without a single untoward incident and the School is not a little indebted for this to the Governments of Cochin and Travancore and in particular to the South Indian Railway Company for the several facilities extended to the party throughout the trip.

THE BUCKINGHAM WOOLLEN MILLS

Welfare Excursion, 1940.

Great disappointment was felt when the Management at first disallowed the proposed tour for this year's annual excursion, because the cost of the outing had not been subscribed for beforehand by the members. However after strong representations by the Committee and since arrangements for the tour had been far advanced, the Management were pleased to reconsider their decision and allowed the outing on the same lines as in previous years on the condition that in future the cost of all such trips should be collected before setting out.

The Itinerary

The programme included visits to such places as Trichinopoly, Srirangam, Rameswaram, Dhanush-



Backwater canal—Cochin.

kodi, Madura and Palni, and naturally made a great appeal, and though it was our intention to restrict the number to 100, we were finally obliged to extend it to 122. The total distance covered by rail was 1,041 miles, and the duration 5 days. The M. & S. M. and S. I. Railway Companies extended special concessions in fares and reservation of accommodation, which helped very largely towards the success and enjoyment of the tour; and the courtesy of the various railway officials and staff all along the route and their readiness to help us in whatever way they could, added to our pleasure.

The party entrained by the Madras Mail on the night of Friday 19th April and made their first halt at Trichinopoly next morning at 9-30 a.m. Staying at the Chinniah Pillai's Choultry, a refreshing bath was indulged in the Cauvery river near by and visits paid to the temples at Srirangam and Thiruvanaikoil, and also in the evening to the Rock Fort and the Oochi Pillaiyar Temple in the heart of the town. Since it was the eve of the "Chitra Pournami" festival the streets were illuminated and gaily decorated with festoons and evergreens.

At night, we boarded the train for Rameswaram and at 6 a.m. were awakened as the train rattled over the Pamban bridge connecting the island of Rameswaram to the main-land. The scenery consisting of long stretches of sea and sandy wastes was both novel and pleasing. Next to Benares, Rameswaram is the most important place of pilgrimage to the Hindu world, and it is the dream of every Hindu, be he rich or poor, to be able to visit these places at least once in his life time. It was therefore with great emotion and a sense of satisfaction that the members detrained at this holy place and did the round of their visits. There were the various "Theerthams" and a refreshing bath in the sea prior to the midday poojah at the famous Sivalingam, which as the legend goes, was worshipped by Sri



The Excursion party.



The Buckingham Mills Excursion Party.

Rama on his successful return from Lanka with his consort Seetha. Other important places in the island were visited in the evening.

At Land's End

Next morning, it was proposed to go by boat to Dhanushkodi, but owing to the lack of sufficient wind for sailing, we had to do the trip by train. Here a ceremonial bath was taken in the sea, at the famous spot where Sri Rama made his final plans regarding his crossing over to Lanka to rescue Seetha from the hands of Ravana, the Demon King. Returning to Rameswaram for lunch, the 2-12 p.m. train was taken for Madura. *En route*, dinner was arranged for at Manamadurai, where, under the attentive direction and supervision of the Railway staff a very sumptuous repast was provided.

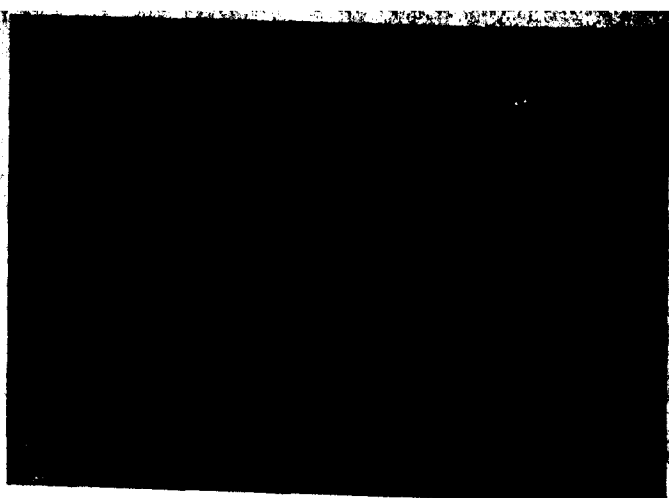
A Summer Festival

We were fortunate in arriving at Madura during the Chitra Pournami festival celebrations, and after depositing our belongings in a chatram engaged for our use, we set off for Vandiyur, five miles away to see the famous festival. The dry river bed for a distance of about half a mile was literally covered with a seething mass of humanity—thousands and thousands of people lying on the cool sands of the Vaigaiyar waiting to receive darsan of the Deity, bedecked with diamonds from top to toe, as it proceeded on its annual journey from its temple. It was close on 3 a.m. when we reached the rest house and retired for a brief spell of rest.

Tuesday, the 23rd, was spent in visiting the famous Sri Meenakshiamman temple and the Thirumala Naiken Mahal, the royal residence of the rulers of Madura and the Pandya Kingdom. A few excursionists also went to Thiruparankundram, five miles south and worshipped Sri Subramanya. That evening the party left for Palni which was reached at 8-30 p.m.

On a Hill Top

On Wednesday morning after a bath in the river Sharmunga and an early chota hazri, we climbed the sacred hill and all along the route were



The Hill Temple—Palni.

magnificent views of the surrounding country. Palni is a famous religious centre as important to Saivites as Tirupathi is to Vaishnavites, and there is a daily stream of pilgrims to this shrine. After passing two full hours on the hill-top, the members descended to their residence "Raja Malikai". That evening we entrained for the last time on our return journey to Bangalore partaking our night meal at Podanur *en route*, and reaching our destination on Thursday the 25th morning.

Our Thanks

Thus has concluded our latest and by far our biggest and most ambitious excursion. It is a matter of the greatest satisfaction that such a large party were taken to all these famous places which perhaps they would never have otherwise been able to see, and were given the opportunity and pleasure of visiting them within such a short period of time and at such small cost. We must acknowledge our indebtedness to the Railway authorities for the facilities which they extended to us and for the kind and courteous manner in which they treated us all along the line. We are also grateful to various gentlemen at the different places we halted for their help and co-operation in numerous ways, and last but not least to the Management for the facilities extended once again and the monetary help for the committee members. They have the undeniable satisfaction of knowing that they have not only given immense pleasure to so many of their workers but have also afforded another occasion for their employees to live together, move together and learn to understand one another irrespective of the distinction of caste, creed and position.

Palitha and Lomasa or Jungle Politics.

Palitha was a rat and Lomasa was a cat and yet the majestic spread of the big banian tree housed them both. The wily Lomasa was perched high in the clefts of the branches, while the shrewd Palitha had found a home in the dark coolness of a hole in the roots. Their mutual relationship was not exactly friendly though they often used to hide their feelings behind tender looks from a distance. The hospitable shades of the banian was the home of many a bird and beast besides, but the hapless creatures led but a doomed life, for the old lazy hunter who lived in the outskirts of the Dandakaranya had conceived a mean and crafty plan of daily spreading his net under the tree which in the morning brought in his catch for his livelihood. Many a bird and beast thus came to grief. The wily Lomasa though wary in its rounds did not long escape its fate and was one evening caught in the net.

Palitha put its head out of the hole and to its dismay, not unmingled with joy, saw Lomasa mourning its doom. Palitha boldly came out of its hole and frisked about with joy and life abundant, much to the grief and annoyance of Lomasa who could but look on. Every passing minute brought the hunter nearer. The leaves rustled and Palitha looking up was struck with fear at the two pairs of glowing eyes pointed at him. The old enemies with scores to settle—the owl and the mongoose—were feasting their eyes on their prey. But Palitha was stout of heart and within its tiny head evolved a plan and staking its life on it spoke thus to the grief-stricken Lomasa: "Friend, Lomasa, your doom is drawing near. Only I, your friend, can save you, but will you in turn give your word to save me from the yonder owl and mongoose whose hungry eyes are turned on me?"

Lomasa:—"Kind and generous friend, shall I be ungrateful to you—my life-giver? If you release me here and now, by all the gods I swear I shall destroy thy enemies."

The pact thus concluded was yet ineffective, for, Palitha was but still quietly looking on with evident glee and even rolled on Lomasa many a time, now embracing and now kissing and noting all the while that the owl and mongoose were watching him and the demonstrations of friendship and amity with Lomasa. Lomasa could brook it no longer and begged of Palitha to delay his release no further.



"Our friendship shall be eternal," vowed Lomasa again.

Palitha:—"Dear friend—have a little patience. I shall choose the moment of your freedom."

Lomasa:—"Betray me not. My heart is full and I shall never forget your great deed. Delay not my deliverance."

Palitha:—"These sentiments are but born of necessity. God made us foes. What avail is our pact."

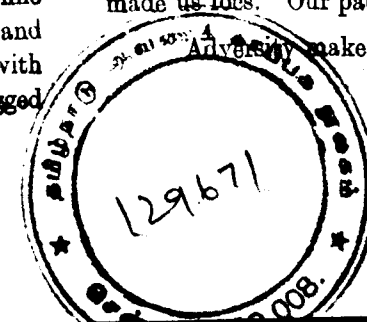
Palitha now set to work at the net. All except the last string were cut. The hunter was fast advancing and when well within a hundred yards of his prey, even the last string was cut and Lomasa was free. He quickly took to the tree while Palitha ran for safety to its hole. The lone disappointed hunter sped his way back and the cruel owl and the mongoose who had kept a weary vigil all night long, ready to rush at the moment of discord were denied their prey.

Palitha and Lomasa met the next morning and exchanged greetings when Lomasa asked his friend to come out for a jaunt and a small chat. The shrewd Palitha refused the invitation saying:

"This can never be. We are poles apart. God made us foes. Our pacts are of no avail."

Adversity makes strange bedfellows.

(Mahabharata.)



HUMAN SIDE OF RAILWAY ACCOUNTING—NEED FOR LOCAL ASSOCIATIONS.

Railway Accountants' Meeting at Trichinopoly.

Mr. L. A. Natesan, Secretary, Institute of Railway Accountants and Auditors, paid a visit to the South Indian Railway this week and addressed a meeting of the Officers and Accountants and other officials on Tuesday, May 28th, at 4-50 p.m. Rao Sahib M. Ramachandra Iyer, Ag. Chief Auditor, South Indian Railway, presided. Amongst those present were Messrs. K. P. Velu Pillai, Senior Assistant Secretary, Kasturi Rengachari, K. Sadagopan, G. W. Moore, M. A. R. Sequiera, R. I. Norris, Mobarik Ali, Assistant Auditors, S. Venkataramanan, Dy. Government Examiner, and N. V. Vaidyanatha Iyer, Publicity Officer.

Mr. Natesan spoke on some aspects of Railway Accounting. He said that there was a remarkable difference as regards the practice of railway accounting in this country compared to that of Great Britain and the United States. Railway accounting in these countries reacted to the progress of Commercial accounting. In India, the State owned the bulk of the railways and exercised a considerable influence on Indian Railway Accounting. The system on the State-managed Railways was prescribed by the Railway Department of the Government of India, and that on the Company-managed Railways was regulated within certain limits under their contracts. These features affected the attitude of Railway Accountants in India. The control of the State had resulted in producing on the whole a conservative and sound system. Our railways have been singularly free from many of the evils of overcapitalization and other financial ills from which the British and American Railways have suffered. Thanks to the conservatism and rigidity of our railway finance, Indian Railways have comparatively little water in their capital. But the anxiety to be safe and sound had led to an inelasticity of practice and elaborate and detailed regulation. The tendency under these circumstances was to produce an attitude of mind looking upon the State as the final authority, which an employee would not find it easy to question. Under such conditions one was inclined to be passive

and not critical of the system. Thus an instance to the point is afforded by the accounting of the credits from released materials, minor works and depreciation since 1924. The manner in which the credits from released materials had been accounted during recent years was well-known. Again the depreciation rules as formulated in 1925 were, even before the late Sir Arthur L. Dickinson criticised, known to have had a tendency towards overcapitalization. Although the defects of the rules were appreciated, it took over a decade to introduce the sounder practice. All these were purely accounting questions on which professional judgment ought to be final. But the accountants on the State-managed Railways hesitated to adopt the attitude which their professional sense ought to dictate. The position on the Company-managed Railways appeared to be more favourable, as their accountants felt more unfettered to declare what their professional instincts suggested. They had made a contribution no less important than that of their confreres. Thus the Single Ledger system in use on the S. I. Railway had attracted the attention of the State-managed Railways.

It was important at the present time to develop and foster a higher professional sense among the railway Accountants and Auditors. The difficulties of distance and different administrations hampered the efforts to realise this. On the State Railways, audit had been separated and the accountants of the Company Railways stand on a different footing. Mr. Natesan pointed out the work of the Institute in providing a common meeting ground for railway accountants and auditors. Through its Conferences, Journals, periodical lectures and Examinations, the Institute helped to accomplish important services to the profession.

It was unfortunate, the speaker said, that the value of institutional effort was not as yet fully realised in this country. Through pooling specialised knowledge and experience, institutional effort enhanced professional efficiency and secured for all a

higher social dividend. To secure these ends for the Indian Railway Accountants and Auditors, it was necessary to encourage group effort on all railways. This was precisely the main object of the local associations of the Institute of Railway Accountants and Auditors. After explaining the work of the local associations of the Institute at other centres, Mr. Natesan appealed to the Officers and Accountants of the South Indian Railway to increase the membership, strength of the Institute and to form a local association at Trichinopoly.

Rao Sahib M. Ramachandra Iyer, the Chairman, thanked Mr. Natesan for his interesting lecture. He referred to the important contributions contained in the Journal of the Institute on subjects relating to railways accounts, audit and finance which he found of great professional value. Referring to the single ledger system, the Chairman commented on their satisfactory working on the South Indian Railway and hoped that it would work equally well on the State-managed Railways. He thanked those present for responding to his invitation to meet Mr. Natesan and the meeting came to a close.

COMMERCIAL DEPARTMENT LECTURE AND DEBATING SOCIETY.

The Second Anniversary of the above Society was celebrated in the High School premises, Srirangam on 21-4-1940 at 4-25 p.m. when Mr. S. Purnaiya, Ag. Chief Commercial Superintendent, presided.

After light refreshments and tea, a group photo was taken.

The Secretary, Sri P. Namasivayam Pillai, then read the annual report.

The Chairman in his concluding remarks said :—
SECRETARY AND GENTLEMEN OF THE DEBATING SOCIETY—

It gives me great pleasure to be this evening with you all. It gives me greater pleasure to see you all as members of one team without any distinction of rank. I think it would have been happier if we could have assembled elsewhere in even a more informal way.

When the Society was started I had my misgivings whether it would function well. The fact that 8 meetings were held during the past two years with many debates—some very interesting ones—augurs well for the Society and I wish the Society many happy returns of the day. I should like to say only a few words as I know you are all anxious to hear the "Farce" that is to follow. The team spirit referred to by the Secretary, I see is there—but I feel it should be coupled with an endeavour, to aim at greater perfection in all our actions. Last evening, I was at a Cinema performance and the picture "The March of Time" that was shown there, illustrated not only the team spirit but also what results could be achieved by a rigid sense of discipline and determination to achieve things more efficiently. I would desire you all to bear this in mind in all our activities. I suggest we now proceed with the next



Officers and Staff of the Commercial Department.

item of the programme namely the election of the Secretary for 1940-41.

Sri P. Namasivayam Pillay was re-elected as Secretary for the year 1940-41.

"Malathi"—a social drama—was then enacted. This was much appreciated.

APPRECIATIONS.

Reproduced below is a personal letter from the President, Illinois Central System, Chicago, to the Chief Commercial Superintendent, South Indian Railway, Trichinopoly.

"DEAR MR. CRANE,

The October and Christmas numbers of your magazine have been received, and I have enjoyed them. You have a very attractive magazine even in its more economical form, and I am pleased to see that you have decided to continue publishing it in spite of the war.

* * * *

J. L. BEVEN.

Sri S. Kasinathan, Mardana, writes :—

"During the Easter Vacation this year, I visited with five others, several places in Southern India. Having very little time at our disposal, the journey would undoubtedly have been tedious but what redressed the balance of this disadvantage was the efficient and courteous services of the officials of the South Indian Railway wherever we had occasion to seek their assistance. I was much impressed with their courtesy.

As there is no other means of expressing our appreciation I should like to thank you for the courtesy shown to us by the officials of your organisation."

Sri A. Nagarajan, B.A., LT., Head Master, Municipal High School, Villupuram, writes :—

"A party of about 50 teachers and pupils went on an excursion to Pondicherry and back on 3rd May,

The party then adjourned to the playground where they partook of an excellent dinner in the moonlight.

After a vote of thanks proposed by the Secretary, the gathering dispersed at about 9 p.m.

1940. In this connection I wish to express my heartfelt thanks to your subordinates both at Villupuram and Pondicherry for the conveniences afforded to the party."

Mr. R. P. Joseph, Leader, Madras Christian College High School Excursion Party, Madras, writes :—

"I write to thank you on behalf of the party for giving us half concession from Egmore to Dhanushkodi and back, for permitting us to travel to and fro per Indo-Ceylon Express and for reserving third class accommodation for our journey. The officials of your department were kind enough to make arrangements for our meals and tea during both our journeys.

Thanking you once again."

A partner of Messrs. Kithan Sons, Madras, writes :

"Accompanied by Dr. Sir Mangaldas V. Mehta and members of our family, I passed by Manamadurai en route to Colombo, had our luncheon served by the Indian Refreshment Rooms. The dishes were prepared in Gujarati style and were well made. The management was courteous and very attentive. The Station Master was very courteous and attended to our requirements well."

Sri. N. Sundaresa Iyer, Mudikondan, Tanjore District, writes :—

On behalf of my party I heartily thank you for the reserved accommodation you provided to us throughout the journey and for the courtesy shown to us by your officials at all the important stations. But for your kindness, our journey would not at all have been comfortable.

the character of its rulers. But above all, if we be just men, we shall go forward in the name of truth and right, bearing this in mind—that when a case is proved, and the hour comes, justice delayed is justice denied.

W. E. Gladstone.

Out Station Notes.

Villupuram

In aid of the Indian Red Cross Society, Villupuram Branch, the staff of the District Mechanical Engineer's Office and Traffic Department, staged "Brahmacharya"—a drama in English in the Anglo-Indian Railway Institute at 9 p.m. on 6-4-1940. The hall was full with an appreciative audience. Mr. J. F. Wright, District Mechanical Engineer, presided and spoke at the end thanking all those present and the actors.

Trichinopoly

In aid of the Indian Red Cross Society and St. John Ambulance Association, the Ormsby Institute, Trichinopoly Fort, with the co-operation of the Clive Reading Room, Trichinopoly and the Indian Institute, Golden Rock, put on boards "DESA SEVAI" a Tamil adaptation of Sheridan's "Pizarro" at the Municipal Public Hall at 9-30 p.m. on 4-5-1940; before a large and appreciative audience.

Mr. J. F. C. Reynolds, Chief Transportation Superintendent, presided over the function and appreciated the efforts of the Institutes in organising

the performance. Rao Sahib M. Ramachandra Iyer, Acting Chief Auditor and President of the Ormsby Institute, then replied as follows :—

"MR. REYNOLDS, LADIES AND GENTLEMEN :

I undertook the task of co-ordinating the efforts of the three Institutes to stage this performance with some hesitation. I am very glad to see that the response—which has been both generous and voluntary—has been very gratifying indeed. The Indian Soldiers serving in India and elsewhere in the cause of the Empire are serving a worthy cause indeed. You all know what modern warfare means and it is only appropriate that we should contribute our mite towards this worthy cause.

On behalf of the Joint Committee of the three Institutes, I thank Mr. Reynolds for his ready response to our invitation to preside over this function in spite of his multifarious duties.

Our thanks are also due to the Municipal Authorities for placing the Hall at our disposal, to the various Gentlemen who helped us in making this performance a success and to those assembled here for honouring us with their presence."



Actors in the "Desa Sevai".

Our grand business in life is not to see what lies dimly in the distance, but to do what lies already at hand.

Carlyle.

It is of the utmost importance that a nation must have a correct standard by which to weigh

Scout News.



The Bala Bharata Hindustan Scout Group, S. I. R., Villupuram.

The Second Annual Scout Rally of the local Hindustan Scout Association, Villupuram : 30-3-40.

The Bala Bharata Scout Group competed for the Rally and distinguished themselves among some 150 cubs, scouts and rovers of the locality and suburb. The Camp was under the charge of Sri M. Rajagopalan, Assistant Provincial Organising Commissioner of our Association.

The Lakshadeepam Service Camp : 13-4-40 to 18-4-40

The unprecedented rush of pilgrims for the important local festival which drew a crowd of about 6,000 passengers by rail itself, was controlled admirably by the Scouts and Rovers of Villupuram. Their unselfish service to the public was praised much by one and all. The Railway Scout Group played an important part with the other Scouts during this occasion.

The First Anniversary of the Scout Group : 4-5-40.

The celebrations were presided over by Mr. J. F. Wright, District Mechanical Engineer, S.I.Ry., Villupuram. The function commenced with the hoisting of the Group flag by Sri M. Ganesan, Municipal Commissioner, Villupuram. He gave a short and impressive advice to the group. The morning's activities included prayers at Churches, Mosques and Temples by the different sects of the Group. Good turn campaign and Route March were also done. At 5 p.m. the public meeting commenced with Mr. J. F. Wright, District Mechanical Engineer,

S.I.Ry., Villupuram, in the chair. The Group gave an impressive display of Scout Craft which included pyramid buildings, story acting, Kummi and Kolattam and First Aid demonstrations.

The First Aid demonstrations which included the various methods of rescue from fire accidents, different methods of carrying unconscious and injured men, artificial respiration, cycle stretch, etc., were appreciated by the audience which included Mrs. Wright, Miss Beale, Sri Raghava Iyengar and many other officials of the railway, besides the elite of the town. Sri P. G. Krishnamoorthy Ayengar, B.A., B.L., the Assistant District Commissioner of the Association, was also an interested spectator.

After the reading of the Annual Report by Sri Mahimaidas, Secretary of the Group, Sri Jayarama Iyer, B.A., L.T., First Assistant in the local Municipal High School, gave a lucid lecture on "Scouting and the Youth." Mrs. Wright presented the certificates of the Service Camps to the Rovers.

The President in his concluding speech appreciated the work of the Group and wished it every success.

After a vote of thanks by the Group Scout Master, the function came to a close singing the National Anthem.

Sri P. G. Krishnamoorthy Ayengar opened the camp fire at 8 p.m. Mr. & Mrs. Wright again favoured the function with their presence.

An interesting programme of fun and frolic was then gone through.

The Inter-Railway Athletic Sports.

The Inter-Railway Athletic Sports was held at the Irwin Amphitheatre, New Delhi, on the 15th and 16th March, 1940. A team of 8 men represented our Railway.

Our athletic team, captained by P. E. Rodrigues, was well above any of the other Railways, in the track events. Rodrigues showed particularly good timings in both the 100 and 200 metres right through and never recorded more than 11 seconds for the 100 metres, and 23 seconds for the 200 metres. He won the 200 metres. Gnanaprakasam, our middle distance runner gave a good account of himself in the 800 metres relay race.

In the jumping events, we did not do well. Asirvatham and Rodrigues were not able to show their best form.

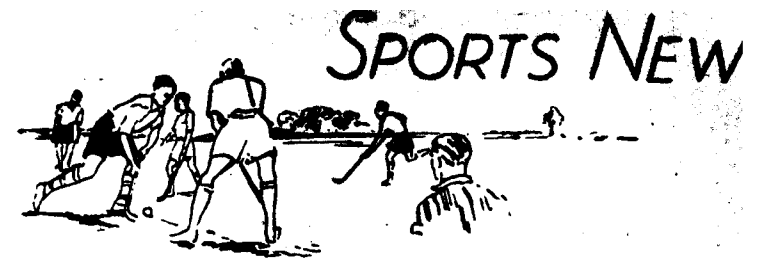
In the field events, Bellett, who was entered for four events, viz., Hammer, Discus, Shot-put and Pole Vault, damaged his ankle while practising at the Y. M. C. A. grounds and could not compete for any of the events.

Tennis.

In the Inter-Railway Tennis Tournament, which was revived after some years, the Madras and Southern Mahratta Railway having scratched, H.E.H. the Nizam's State Railway had a walk over in the first round and met the S. I. Railway in the second round. The S. I. Railway beat the Nizam's State Railway by two matches to one, winning one singles and the doubles and losing one singles. In the semi-finals, the S. I. Railway lost to the East Indian Railway on grass courts.

Hockey.

The South Indian Railway Hockey Team, Trichinopoly, beat the Khalsa College Team, Amritsar, in the Madras United Club Hockey Tournament, by three goals to nil in the semi-finals and



thus qualified to meet the M. & S. M. Railway Team in the finals.

An exciting match was played between the S. I. R. Team and the M. & S. M. Team on the 25th June, when excellent game was witnessed. The match ended in a draw, each scoring a goal, and is to be replayed on the 29th June.



A poster depicting a scene in the festival at Conjeevaram.

War News.

His Majesty the King Emperor's Broadcast to the Empire.

Appeal for Redoubled Effort

"An year ago to-day (24th May, 1940) I spoke to the peoples of the Empire from Winnipeg in the heart of Canada. We were at peace. On that Empire Day, I spoke of the ideals of freedom, justice and peace upon which our Commonwealth of free peoples is founded. The clouds were gathering, but I held fast to the hope that those ideals might yet achieve a fuller and richer development without suffering the grievous onslaught of a war. But it was not to be. The evil which we strove unceasingly and with all honesty of purpose to avert fell upon us. In this, our conscience is clear. For, there is now revealed without possibility of mistake a long-planned scheme to subjugate by force the nations of the world against which all our efforts for peace were doomed to break. A decisive struggle is now upon us.

I am going to speak plainly to you, for, in this hour of trial, I know that you would not have me do otherwise. Let no one be mistaken; it is no mere territorial conquest our enemies are seeking. It is the overthrow, complete and final, of this Empire and of everything for which it stands and after that, conquest of the world. And if their will prevails, they will bring to its accomplishment all hatred and cruelty which they already display. It was not easy for us to believe that designs so evil could find place in human mind. But the time for doubt is long past. To all of us in this Empire, to all men of vision and goodwill throughout the world, the issue is now plain. It is an issue of life or death for us all. Defeat will not mean some brief eclipse from which we shall emerge with our strength renewed; it will mean destruction of our world as we have known it and the descent of darkness upon its ruins.

No Imperialism

I speak to you to-day with a new vision of this Empire before my eyes. Now that it has come into conflict and sharp comparison with an evil system

which is attempting its destruction, its full significance appears in a brighter and more certain light. There is a word which our enemies use against us—imperialism. By it they mean a spirit of domination and lust of conquest. We, free peoples of the Empire, cast that word back in their teeth. It is they who have their evil aspirations. Our one object has always been peace; peace in which our institutions may be developed, the condition of our people improved and the problems of government solved in a spirit of goodwill. This peace they have taken from us and they are seeking to destroy all that we have striven to maintain. Against our honesty, is set dishonour, against our faithfulness is set treachery, against our justice brute force.

There, in clear and unmistakable opposition, lie the forces that now confront one another. The great uprising of the peoples throughout the Empire shows without doubt which will prevail. They have risen in just wrath against a thing which they detest and despise. Nothing can shake their resolution. In perfect unity of purpose, they will defend their lives and all that makes life worth living. Let no one think that my confidence is dimmed when I tell you how perilous is the ordeal which we are facing. On the contrary, it shines in my heart as brightly as it shines in yours. But confidence alone is not enough. It must be armed with courage and resolution, with endurance and self-sacrifice. These are high qualities that men of the homeland, men from overseas in an unending stream are bringing to the struggle on land and sea and in air.

At this moment, our thoughts turn to our fighting men and to those who love them—mothers, wives and sweethearts at home. Beside them stand the soldiers of our old ally, France, and with them Poland, Norway, Belgium and Holland, peoples upon whose peaceful lands has fallen all the horror of treacherous and unprovoked aggression.

At this fateful hour, we turn as our fathers before us have turned in all times of trial, to God, most high

Here in the old country I have asked that Sunday next should be observed as a day of national prayer. It may be possible for many of our brethren across the seas to join their prayers with ours. Let us with one heart and soul humbly but confidently, commit our cause to God and ask His aid that we may valiantly defend Right as it is given to us to see it. So now, Peoples of the Empire, men and

women in all quarters of the globe! I say to you; Put into your task whatever it may be, all courage and purpose of which you are capable. Keep your hearts proud and your resolve unshaken. Let us go forward to that task as one man, a smile on our lips and our heads held high, and with God's help we shall not fail."

WAR CALENDAR,

- | | | | |
|---------|---|---------|--|
| 13-3-40 | Peace between Russia and Finland signed. | 26-4-40 | Trade pact between Germany and Rumania. British and Norwegian troops surround Narvik. |
| 15-3-40 | Sumner Wells flies to Paris. | 27-4-40 | British planes bomb air ports at Oslo and Stavengar. |
| 17-3-40 | Sumner Wells meets the King of Italy. Foreign Minister, Ciano and Mussolini. | 1-5-40 | Allies take precautionary measures in the Mediterranean. |
| 18-3-40 | Hitler and Mussolini meet near the Brenner Pass. | 11-5-40 | Germany invades Belgium, Holland and Luxemburg. The Duke and Duchess of Luxemburg leave for France. Reconstitution of the British Cabinet with Mr. Vincent Churchill as premier. |
| 20-3-40 | British Planes bomb the German Airbase in the island of Sylt. Sumner Wells leaves for America. | 15-5-40 | Holland passes to enemy's hands. Heavy fighting in Belgium and near the Maginot Line. |
| 21-3-40 | British Planes again bomb the Airbase at Sylt and destroy a Railway bridge. | 17-5-40 | River Meuse crossed by Germans. |
| 22-3-40 | Reynaud forms new Ministry in France. | 18-5-40 | The Belgian Government shifts to Ostend. The Fall of Brussels. |
| 26-3-40 | The Hungarian Premier meets Count Ciano at Rome. | 19-5-40 | Reconstitution of the French Cabinet with M. Reynaud, Premier and War Minister. Antwerp and Brussels abandoned by the Belgians. |
| 27-3-40 | The return of <i>Ark Royal</i> , reported by the Germans, to have been sunk. | 20-5-40 | General Weygund is appointed Chief of the General Staff and Commander-in-Chief of the Allied Land Forces. |
| 3-4-40 | British Planes attack German battleships and damage them. | 22-5-40 | Germans attack the Channel Ports. |
| 4-4-40 | Changes in British Cabinet due to the resignation of Lord Chatfield. | 23-5-40 | British Parliament passes the Emergency Powers Defence Bill. |
| 8-4-40 | Britain and France lay mines along the coasts of Norway to prevent supplies reaching Germany. | 24-5-40 | Heavy fighting in and around Boulogne. German advance to Calais and Flanders. Crossing the Scheldt. |
| 9-4-40 | German troops concentrated on the Baltic coast. Germany invades Denmark and Norway. German armies land in several parts of Norway. | 25-5-40 | Fall of Boulogne. |
| 12-4-40 | British ships attack the ports under German occupation. Germany sets up a puppet Government at Oslo. | 27-5-40 | President Roosevelt broadcasts to the World. Sir Edmund Ironside appointed Commander-in-Chief of the Home Defence. |
| 13-4-40 | British occupy Faero Islands. | 28-5-40 | Capitulation of the Belgian army. |
| 15-4-40 | German troops concentrate on the border of Holland. Severe fighting near the Maginot Line. Invasion of Holland and France by Germany suspected. | 29-5-40 | Belgian Government disowns the King's act. |
| 16-4-40 | Italy's naval manoeuvres in the Mediterranean. | 30-5-40 | Dunkirk bombed by Germans. |
| 22-4-40 | Germany transports men and material to Norway in air liners and drops men from parachutes. | 31-5-40 | British and French troops retire to the coast. |
| 23-4-40 | Germany strengthens the boundary near Mosel. Attack on Luxemburg imminent. | 2-6-40 | Heavy fighting on an extended front in France. |
| 24-4-40 | Fierce fighting in the centre of Norway. | 5-6-40 | Fall of Flanders. |
| 25-4-40 | Germany captures Stenhuor after heavy bombing. The allied forces gather south of Trondheim. | 11-6-40 | Italy declares war on the Allies. |
| | | 17-6-40 | France sues for truce. |
| | | 24-6-40 | France ceases hostilities and signs the armistice. |

Puzzle Corner.

Can you fill in the missing amounts in this account?

Clues are given as well as the total.

King George VI.....
What he wore.....
Kind of pig.....
A boy's name.....
A leather worker.....
A grain of corn.....
North and South Poles.....

£ 2-7-10½

- (2) Two different 8 letter words may be formed from the 8 letters given below. All the 8 letters must be used in each word.

DEILNSTU.

- (3) What is the Number?

There are 6 figures in the number—

The first plus the 4th equals the 6th; the 2nd equals twice 1st, plus 6th. The 3rd equals

3 times the 1st; the 6th equals one half the third. All added together equal 28.

- (4) Find the eighth girl?

Eight girls met for a picnic. Only seven of them—Isabel, Ellen, Marrion, Janet, Alice, Edith and Bertha—were immediately discernible. The name of the eighth is hidden in these seven names: the first letter in the first name and so on.

- (5) If five cats catch five rats in five minute show many cats will it require to catch one hundred rats in one hundred minutes?

- (6) A chicken weighs 2 lbs. and $\frac{3}{4}$ of its weight besides. What is its weight?

- (7) Put three letters before the following five letters and the same three letters in the same order after, and so make a very familiar word

ERGR O

Crossword Puzzle Competition No. 4.

PRIZE Rs. 5.

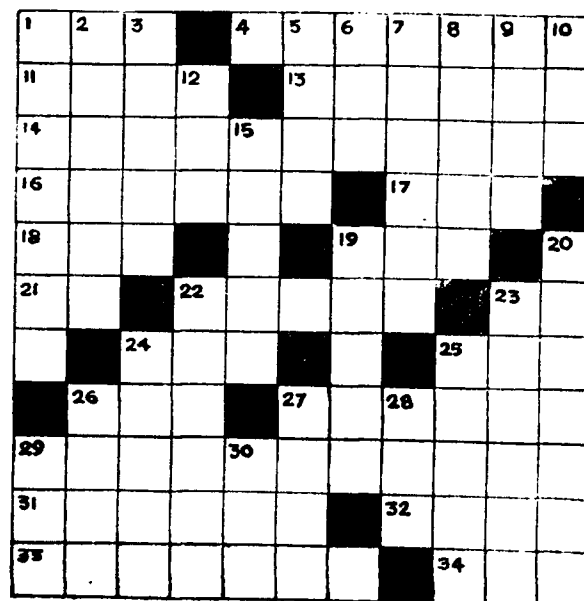
- This competition is open to registered subscribers only.
- A prize of Rs. 5 will be awarded to the all correct solution received before Thursday the 15th August, 1940, when the solutions will be opened.

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

- Envelopes should be addressed to the Editor, S. I. R. Magazine, Trichinopoly.

ACROSS.

- Inexperienced.
- Red colour.
- Old form of "enough".
- Teeth.
- Likenesses.
- Formed a mental idea.
- Perish.
- Press for Payment of debt.
- For each.
- You and me.
- Lukewarm.
- Compass point.
- Passenger carriage.
- Candle.
- Dance.
- Printer's plate.
- Military adventurers.
- Loved greatly.
- Attention.
- Thickest.
- Crazy.



DOWN.

- Remaining part.
- Hostile spirit.
- Female.
- In the middle of
- Prevailed on
- Evaded.
- Lowest point.
- A genealogical—
- Stupid fellow.
- Head covering.
- Bar for raising.
- Liquid measures.
- Testified under oath.
- Animals with proboscis like pigs.
- Mountain range.
- Punctuation mark.
- Vain fancy.
- Lie concealed.
- Soap and water froth.
- And the rest.
- Pet notion.
- Insect.

Do you know?

1. Why is it difficult to ignite a "Safety" match if it is not rubbed on the box?

The "strike anywhere" match is tipped with two substances mixed together which combine when heated by friction. In the case of the safety match one substance is put into the head, the other into the special rubbing surface in the box. When the head is rubbed on the surface the two substances set up enough heat to ignite the head.

2. Why has a pen Nib got a hole in it?

The hole acts as a kind of reservoir, the ink forming a film across it. It also makes the nib more flexible.

4. Does a pound of ice make a pound of water when melted?

Certainly it does—For the water is merely the ice with heat added to it and heat weighs nothing.

5. Why are summer days longer than winter days?

Because the sun is higher above the horizon in the summer and describes a larger part of a circle between its rising and setting.

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

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

7. What does Good Friday mean?

The words are a corruption of God's Friday.

8. How can you reckon quickly from calendar the length of a day as measured from sunrise to sunset?

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

Answers to Puzzles at page 42.

VII. UNDERGROUND.

VI. 8 lbs.

V. Five Cats

IV. BLANCHE

III. 276193

II. UNLISTED

I. UNLISTED

2 7 10 1

Two Far things
Great
Tanner
Bob
Guinea
Crown
I. Sovereign
f. s. d. 3

Answers to Cross Word Puzzle No. 3.

ACROSS.

- Win
- Guindy
- On
- Ferok
- Ale
- Matron
- Sly
- Do
- Power
- Nil
- Dscnsoc
- Via
- Nro
- Saw
- Sketch
- Pass

DOWN.

- Workspot
- Inter
- Yard
- Pen
- Fireman
- Flag
- Smalls
- Accident
- Boots
- Free
- Peon
- Wagon
- Enter
- Claims
- Jack
- Cash
- Ye



SMILE-A-WHILE

At a reception, guests were being announced, and the man announced Mr. Gilbert, Mrs. Gilbert, Master Gilbert and Miss Gilbert.

The host accosted him and angrily said: "You fool—speak something shorter."

The next batch of guests were Mr. Penny, Mrs. Penny and Miss Penny.

The admonished servant announced "Three Pence."

Photographer.—"Can't you look a little more cheerful?"

Mr. Henpeck.—"Not for this picture; I am to send it to my wife who is away on a visit and if I look too cheerful, she'll take the first train home."

Wife.—"You know, I suspect that my husband has a love affair with his stenographer."

Maid.—"Oh, I don't believe it. You are only saying that to make me jealous."

A big firm printed in its pay rolls:

'Don't speak about your salary to anyone. It is nobody's concern but yours.'

The new recruit wrote:

"I will not. I am as much ashamed of it as you are."

Admiral.—"In your opinion who are the three greatest sailors in British History?"

Candidate.—"I am sorry, sir I did not catch your name when I entered the room, but the other two are Nelson and Drake."

Father (to son): "Why don't you get out and find a job? When I was your age I was working for £1 a week in a shop and at the end of five years I owned the shop."

Son: "You can't do that now-a-days. They have cash registers."

The General at luncheon remarked that his grandfather fell at Waterloo.

"How annoying" said the blonde, "which platform,"? This amused the General so much that he told the story to the niece.

"How ridiculous!" She exclaimed. "Just as if it mattered which platform."

At this the old boy rushed off to his club and recounted everything to the waiter. The latter sympathised over the stupidity encountered now-a-days saying "Why, they didn't have railways in those days, did they Sir?"

Modern Miss: "Grandma, did you ever flirt when you were young?"

Grandma: "Yes, dear. I'm afraid I did."

Modern Miss: "And were you punished for it?"

Grandma: "Well, I married your grandpa."

Innocence abroad

Conjuror: "Now, to help me with this next trick I want the services of a boy—just any boy in the audience—yes, you will do, my little man: come along. Now, you've never seen me before, have you?"

Boy (innocently): "No, father!"

Setting a Record

Ephraim: "Did you know that Jonah was three days in the stomach of a whale?"

Rastus: "Dat ain't much. My uncle was longer dan dat in de stomach of a alligator."

Ephraim: "You don' say How long?"

Rastus: "He's dere yit!"

Different

A tourist was prowling around a churchyard. His eyes caught the epitaph:—

"Lord, she was thin"

"Say, sexton, what d'ye make of that?" he asked.

"That's all right, Sir. The sculptor went over near the edge of the stone and didn't have room for the 'e'!"

Old Vet

Mrs. Gossip: "So your daughter is about to marry. Do you really feel she is ready for the battle of life?"

Mrs. Chatter: "She should be. She's been in four engagements already."

Where Indeed

A motor-cyclist was flying through a village when he was pulled up by the police.

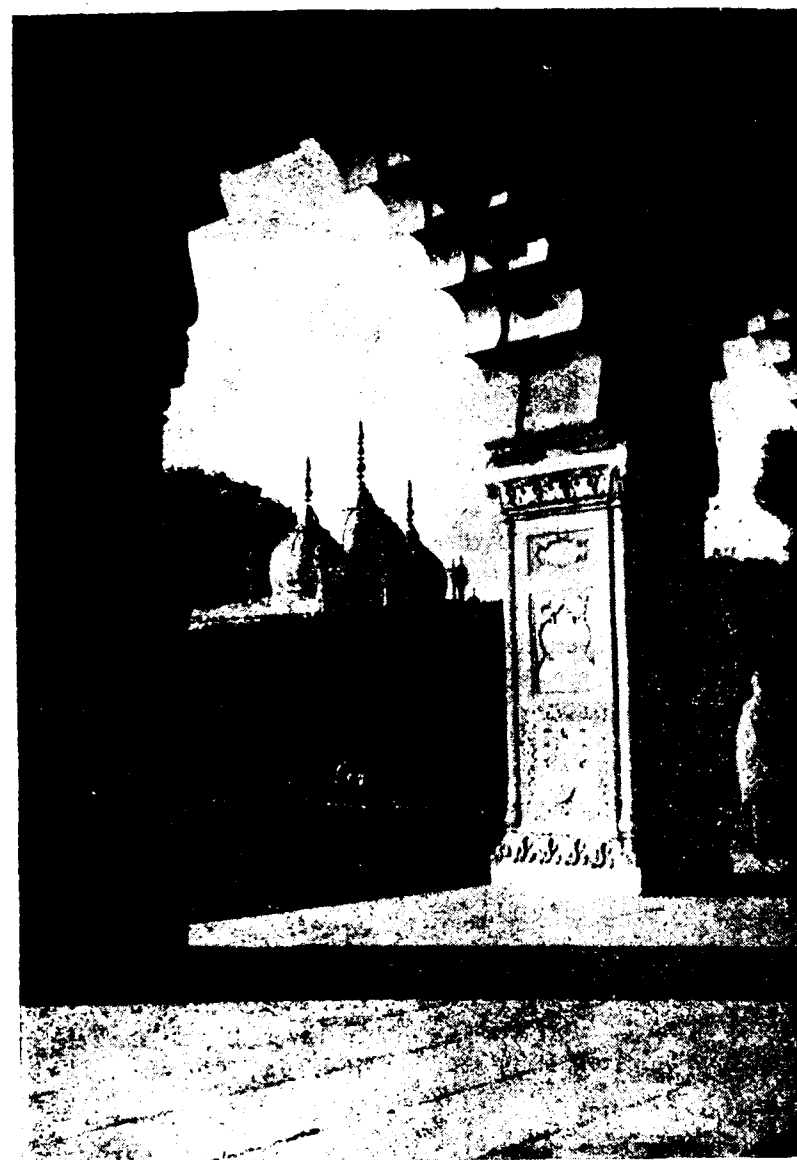
"I say, man, where's your number plate?"

"Number plate?" The motorist turned round in surprise. "Number plate be blown? Where is my wife and side-car?"

Used Car Market

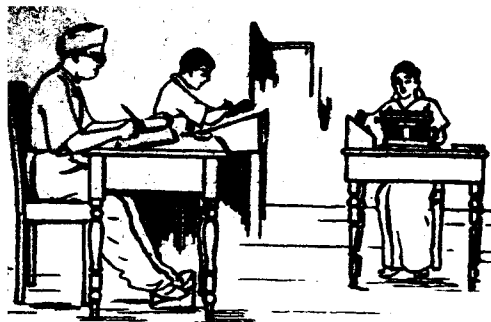
Bill: "Mamma, what becomes of a car when it gets too old to run?"

Mother: "Somebody sells it to your father."



By Courtesy of Mrs. C. M. Dodge.

A Holiday picture. The Pearl Mosque—Delhi.



STAFF NEWS

Promotions :

The following promotions have been made :—

Mr. M. T. Osborne Jones, Executive Officer, to act as Secretary to the Agent & General Manager, from 3rd June, 1940.

Mr. A. K. Halder, Assistant Engineer, to act as Executive Officer, from 1st April, 1940.

Sri R. Nagarajan, Office Superintendent, Agent & General Manager's Office, to act as Assistant Secretary, from 15th April, 1940.

Mr. J. Harris, Stress Calculator, to act as Assistant Engineer, from 1st April, 1940.

Mr. W. R. Oaten, District Mechanical Engineer, to act as Deputy Chief Mechanical Engineer (Works), from 1st April, 1940.

Mr. T. L. Shield, District Traffic Superintendent, to act as Deputy Superintendent (Transportation), from 9th April, 1940.

Sri A. V. Natesa Iyer, Assistant Traffic Superintendent, to act as District Commercial Superintendent (Passenger) from 25th May, 1940.

Rao Sahib C. V. Duraisami Iyer, Office Superintendent, Chief Commercial Superintendent's Office, to act as Assistant Commercial Superintendent (Catering) from 1st April, 1940.

Sri K. Sambamurti, Chief Clerk, Chief Transportation Superintendent's Office, to act as Assistant Traffic Superintendent, Transportation Training School, from 1st April, 1940.

Sri K. S. Narayanasami Iyer, Office Superintendent, Chief Transportation Superintendent's Office, to act as Assistant Traffic Superintendent, from 9th April, 1940.

Rao Sahib M. Ramachandra Iyer, Deputy Chief Auditor, to act as Chief Auditor from 3rd April, 1940.

Sri K. R. Sundaram Iyer, Assistant Auditor, to act as Deputy Chief Auditor, from 3rd April, 1940.



Rao Sahib C. V. Duraisami Iyer.

Mr. G. W. O. Moore, Assistant Auditor, to act in the District Grade, from 3rd April, 1940.

Sri D. Narayanaswami Chetti, Assistant Mechanical Engineer, to act as District Mechanical Engineer, from 1st April, 1940.

Mr. H. C. Hodgson, Assistant Signal & Telegraph Engineer, to act as Signal & Telegraph Engineer, from 1st May, 1940.

Mr. C. A. White, Assistant Signal & Telegraph Engineer, to act as Senior Assistant Signal & Telegraph Engineer, from 1st May, 1940.

Sri A. Sivaramakrishna Iyer, Traffic Telegraph Supervisor, to act as Assistant Signal & Telegraph Engineer, from 1st May, 1940.

Mr. J. F. Roberts, Chief Signal Inspector, to act as Assistant Signal & Telegraph Engineer, from 15th May, 1940.

Confirmations :

The following Officers were confirmed :—

Sri R. Seshadri was confirmed as Assistant Traffic Superintendent from 8th April, 1940.

Sri P. S. Sundaram Iyer, Assistant Engineer, was confirmed as District Engineer from 1st December, 1939.

Transfers :

The following transfers of officers have been effected during this period :—

Sri M. Sundararajan, Assistant Engineer, from Tanjore to Villupuram, from 26th April, 1940.

Sri P. Govinda Rao, Assistant Engineer, from Villupuram to Tanjore, from 22nd April, 1940.

Sri T. R. Narayanaswami Iyer, Assistant Engineer from Trichinopoly Junction to Agniar Bridge Works, from 15th April, 1940.

Sri R. Seshadri, Assistant Traffic Superintendent, from Trichinopoly Junction to Madura.

Mr. T. P. Menon, Acting District Traffic Superintendent, from Madras Egmore to Trichinopoly Junction, from 27th May, 1940.

Mr. K. Basheer Ahmed, Acting District Traffic Superintendent, from Trichinopoly Junction to Madras Egmore, from 25th May, 1940.

Leave :

The following Officers proceeded on leave :—

Sri M. G. Nallathambi Mudaliar, Assistant Secretary, on 2 months and 16 days leave from 15th April, 1940.

Sri T. Venkatasubramania Iyer, Assistant Engineer, on 4 months leave from 15th April, 1940.

Sri N. Seshagiri Row, District Traffic Superintendent (Staff), on 2 months and 29 days leave from 9th April, 1940.

Mr. C. R. Martingell, Chief Auditor, on 8 months leave from 3rd April, 1940.

Mr. L. T. Hockley, Secretary to the Agent & General Manager, on 3 months leave from 3rd June 1940.

Retirement :

Mr. James Hutcheson, Deputy Chief Mechanical Engineer (Works), proceeded on leave preparatory to retirement from 1st April, 1940. He came out to India on a Three Years' covenant as Works Manager, Central Workshops at Golden Rock in 1925 and on the expiry of the period, his services were retained.



Mr. James Hutcheson.

Mr. Hutcheson was promoted in 1933 as Deputy Chief Mechanical Engineer (Works) which post he held up to 1st April, 1940. Several entertainments were given him on the eve of his retirement. On his way Home, he visits Singapore, New Zealand and Australia.

Mr. Hutcheson had a long and varied career as a Mechanical Engineer and before the Great War, was employed as a designer by the Whitehead Torpedo Factory at Fiume. During the war he saw service with a Scotch Infantry Regiment, subsequently being transferred to the Royal Air Force where he did much useful work as a pilot. Mr. Hutcheson leaves the service with the best wishes of all his friends and employees at Golden Rock.

Mr. C. O. Gaby, Signal and Telegraph Engineer, proceeded on leave preparatory to retirement from 1st May, 1940.

Mr. Gaby commenced his signalling career in 1902, as a pupil in the Workshops of Messrs. Saxby and Farmer, Ltd., at Chippenham, England, where he remained till 1902 when he was transferred to the London Drawing Office. He remained there till

July, 1914, when he was appointed as Assistant Signal Engineer of the South Indian Railway.

He was a member of the Institute of Railway Signal Engineers and was the Chairman of the Signal Engineers Sub-Committee of the Indian Railway Conference Association, for the year 1938-1939.

A person of varied activities Mr. Gaby came to be associated with all important movements of the South Indian Railway. A good Sportsman, he was keenly interested in Football for which he presented the "Gaby Challenge Cup" to be won annually in the South Indian Railway Athletic Association Competition.

He was a member of the second Volunteer Battalion of the Wiltshire Regiment before coming to India and after his arrival here, was commissioned to the South Indian Railway Indian Territorial Force which came to be known later as the S.I.R. Battalion Auxiliary Force. He eventually became the Commander of the Battalion in 1934 and continued to be in command till 1938. He represented the S.I.R. Battalion at the Coronation of Their Majesties King George VI and Queen Elizabeth and received his decoration for long service as a Volunteer, and the Coronation Medal at the Buckingham Palace. He leaves this country after more than a quarter of a century, and takes with him the heart-felt wishes of all the staff of the South Indian Railway for a long and happy retirement.

Sri A. Venkatrama Sastrigal entered Government service as Clerk in the Revenue Department on 1st January, 1908 in the South Arcot District and later on took up the post of a Head Clerk in the office of the Special Officer for Land Acquisition for



Mr. C. O. Gaby, V. D.

Railways, on 17th June, 1925, at Trichinopoly. He joined the South Indian Railway as Head Clerk, Land Section of the Chief Engineer's Office, on 29th January, 1927 and served in that capacity till his retirement in July, 1940.

Mr. A. Abdulla Sheriff, Train Examiner, Tambaram Car Shed, has proceeded on 2 months and 2 days privilege leave, preparatory to retirement from service from 1st July, 1940, after a long and faithful service of over 34 years. Born in 1885, he entered the service of the late Madras Railway in 1906 and was transferred to this Railway in 1908 and to the Electric Traction Department in 1934.



RETIREMENT.

Sri Srinivasa Rao, Second Station Master, Trichinopoly Junction, retires after 37 years service in the Railway on 31-7-'40.

Sri P. Govindan, I class Guard, Trichinopoly, entered service in the Railway as a Pro Guard in 1909 and rose to the position of a 1st class Guard when he voluntarily retired from service on 31st March, 1940.

Mr. F. J. Bent first entered Railway service in September 1910, as a Stock Taker in the Audit Department. During his service of over 29 years as Stock Verifier, he rendered very useful service to the Administration. He retired from service on 15th June 1940.

W. H. Browne, who was a 1st class Guard at Madras Egmore, retired from service on the afternoon of 11th May, 1940. He entered the Railway service on 5th April, 1906, as a probationer and worked his way up as a 1st class Guard which post he held for 20 years.

Sri A. D. Jambunatha Iyer, 1st Assistant in the Claims Section of the Commercial Department retired voluntarily on 8th May, 1940, after 32 years of service in the Railway.

He entered as a clerk in 1908 on Rs. 10 and drew a pay of Rs. 99 at the time of his retirement.



Sri M. Narayana Iyengar, Junior Head Clerk Chief Auditor's Office retired after 35 years of service in the Railway.



Obituary

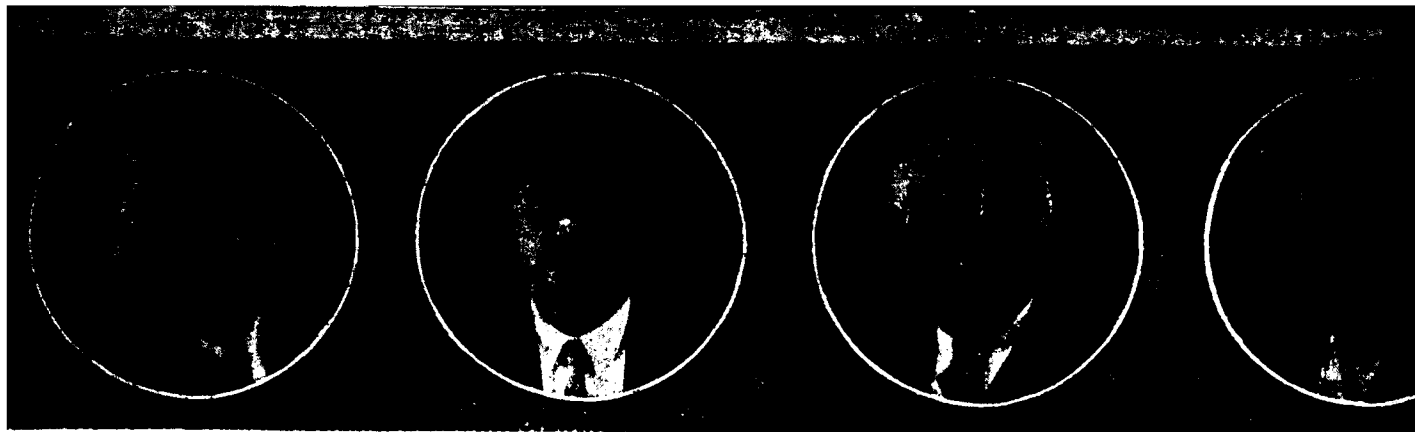
T. Venkatrama Naidu :

It is with deep regret that we have to record the sudden demise of Sri T. Venkatrama Naidu, B.Sc. (Hon.), Pro Clerk, Chief Commercial Superintendent's Office, on 11th June, 1940, at the early age of 26.

He had a bright University Career and passed with distinction the B.Sc.; Honours from the St. Joseph's College, Trichinopoly. He had a gift for public speaking and had won several oratorical contests at the College.

He entered Railway service in 1938 as a probationer and mastered every branch of the Commercial work with a thoroughness that he soon became fit to handle any work given to him. Genial in temperament, his suavity of manners endeared him to all. He often contributed to Tamil periodicals. He had a bright future before him and in his death the Commercial Department has lost an intelligent and promising youth.

We offer our sincere condolences to his young wife, parents and the other members of the family.



Mr. J. L. Hughes, I class Guard, Trichinopoly, retired from service on 31st March, 1940 after a service of 32 years in the Railway.

Mr. G. D. Arulmoni, Assistant Stores Supervisor, Negapatam, was first appointed as Checker in the General Stores Department at Negapatam under Mr. A. H. Christie on 1st August, 1905. He was promoted successively as Assistant Warder, Junior Warder, 1st Grade Store-keeper and Assistant Stores Supervisor, from which post he retires on 1st July, 1940.

Sri S. Ramasamy Iyengar, Goods Station Master, Trichinopoly Goods, entered Railway service as a Telegraph Scholar in the late Madras Railway in 1904, worked as Assistant Goods Clerk and Chief Goods Clerk at several stations on this Railway and was finally transferred to Trichinopoly Goods Yard as Goods Station Master in 1939, which post he held at the time of his retirement on 30th June, 1940.

Sri M. Narayana Iyer, Chief Tranship Clerk, Trichinopoly Goods, retired on 30th June, 1940, after a service of 33 years. He entered Railway service as a Telegraph Scholar in 1907 and by dint of hard work rose to the position of Chief Tranship Clerk in 1917 which position he held till the date of his retirement. He was granted rewards on three occasions for meritorious work done by him in the detecting of thefts in the goods yard at Erode.

Sri C. S. Swaminatha Iyer, Station Master, Calicut entered service in 1904 and after a service of 36 years retired on 12th April, 1940.

Mr. K. Govinda Ezuthachan, I class Guard, Trichinopoly, entered service as a Brakesman in 1908 and rose to the position of a I class Guard which post he held at the time of his retirement on 30th June, 1940.

Obituary.

We regret to record the death of Mr. J. R. Eustace, Assistant Signal and Telegraph Engineer, Trichinopoly on 11th April 1940, at the age of 52.

He served for 28 years in the Government Telegraph Department in various capacities and retired in 1932 as Engineering Supervisor, Telephones.

He entered Railway service in 1934 as Telegraph Inspector and was promoted as Telegraph Supervisor in 1936. He was promoted as Assistant Signal and Telegraph Engineer in 1937.

The Railway has lost in his death an efficient and able Officer.

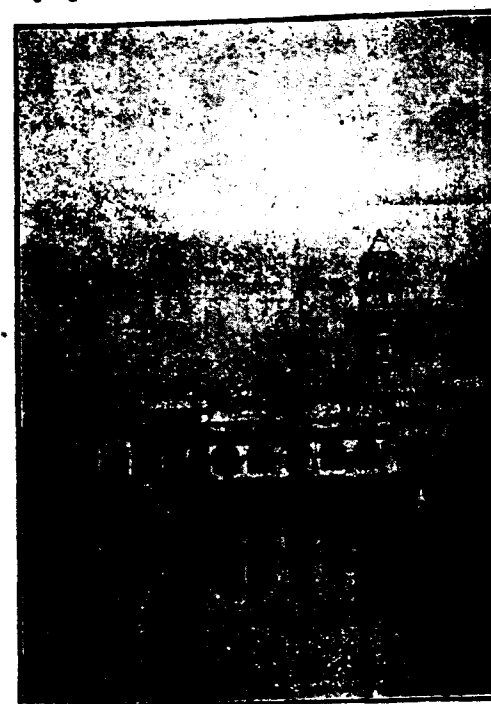
We offer our heartfelt condolences to Mrs. Eustace and the members of the bereaved family.



Mr. J. R. Eustace.

Season's Attractions.

The period, July to October—is a pleasant season in South India. The rivers are full, the fields green, and the trees verdant with foliage. The langour of the preceding hot months gives place to cooler days; travel is more pleasant and the several festivals along the line spread cheer and joy. The season at Courtallam is full with visitors in quest of health. During the New Moon festival in July, the Hindu pilgrim enjoys excellent sea bathing at Rameswaram, Vedaranniyam or at Point Calimere while the more adventurous seek the wild mountain scenery and bathe in the gorges at Banathirtham near Ambasamudram.



The Durga—Nagore.

Nagore : Kandoori Festival, 6-7-1940 to 19-7-1940

Nagore—the Mecca of South India, contains the tomb of a great Mohamadan Saint who lived and performed miracles in comparatively recent times. The Durga (Mosque) has been endowed both by Hindu and Mussalman rulers and even now both Hindus and Mohamadans worship at it. The atmosphere of the place fragrant with everburning incense is lively with surging crowds of men and women in gay attire. The procession of the "Sandalpot" on 15th July, 1940 is a picturesque sight.

Velanganni : Festival of "Our Lady of Health", 29-8-1940 to 8-9-1940

Velanganni seven miles from Negapatam and is familiarly known as the "Lourdes of the East."



The Church of the Lady of Health, Velanganni.

Virgin Mary is worshipped here as the Dispenser of Health. As at Nagore, Hindus also participate in this festival in large numbers.

Chidambaram : Ani Thirumanjanam, 1-7-1940 to 11-7-1940

A ten-day festival in the ancient temple of Nataraja at Chidambaram culminates in a spectacular procession of the deity familiarly known as "Darsan" (11th July, 1940). A large concourse of people from all parts of India and Ceylon gather at the time. The several Exhibitions, Shows, and Conferences arranged during the period afford side attractions.

Srivilliputhur :

The Adi Pooram festival (29-7-1940 to 7-8-1940) at Srivilliputhur attracts Vaishnavite devotees.

Sankaranainarkoil :

The Adi Tapas festival (9-7-40 to 20-7-40) at Sankaranainarkoil is attended by local residents and people from the neighbouring districts.

Banathirtham :

Residents of Tinnevely District and Travancore who desire to have a change from the oft-visited places of pilgrimage go to Banathirtham—18 miles off Ambasamudram, where excellent bathing in the falls can be had amidst beautiful mountain scenery. A regular motor service plies between the station and Upper Dam site, a place very near to Banathirtham.

Palni :

Kumbabishekam of the temple tower—11-7-1940.

Rameswaram, Vedaranniyam and Point Calimere :

The New Moon Day in the month of Adi (July-August) which falls on 3rd August, 1940 is of special sanctity to Hindus who bathe on this occasion in the sea at Rameswaram, Dhanushkodi, Vedaranniyam or Point Calimere. During this period, a festival known as "Adi Tirukalyanam" is celebrated at Rameswaram. The Silver Car procession on 4-8-40 attracts large crowds.

Varkala :

The curative properties of the mineral springs at Varkala add to the sanctity of the place which is familiarly known as "Janardhanam".



The Silver Car Procession.

Sing when joy fills thy mind !
Sing when sadness crowds thy heart !
Sing when thy life-stream runs its fullest !
Sing when death brings its darkest gloom !
Sing that song which will never change with
time or tide of life !

Recipe for long life.
Never Hurry
Never Scurry
Let the other
Fellow worry

Some men grow under responsibility ; others
merely swell.

One cannot always be a hero, but one can always
be a man.

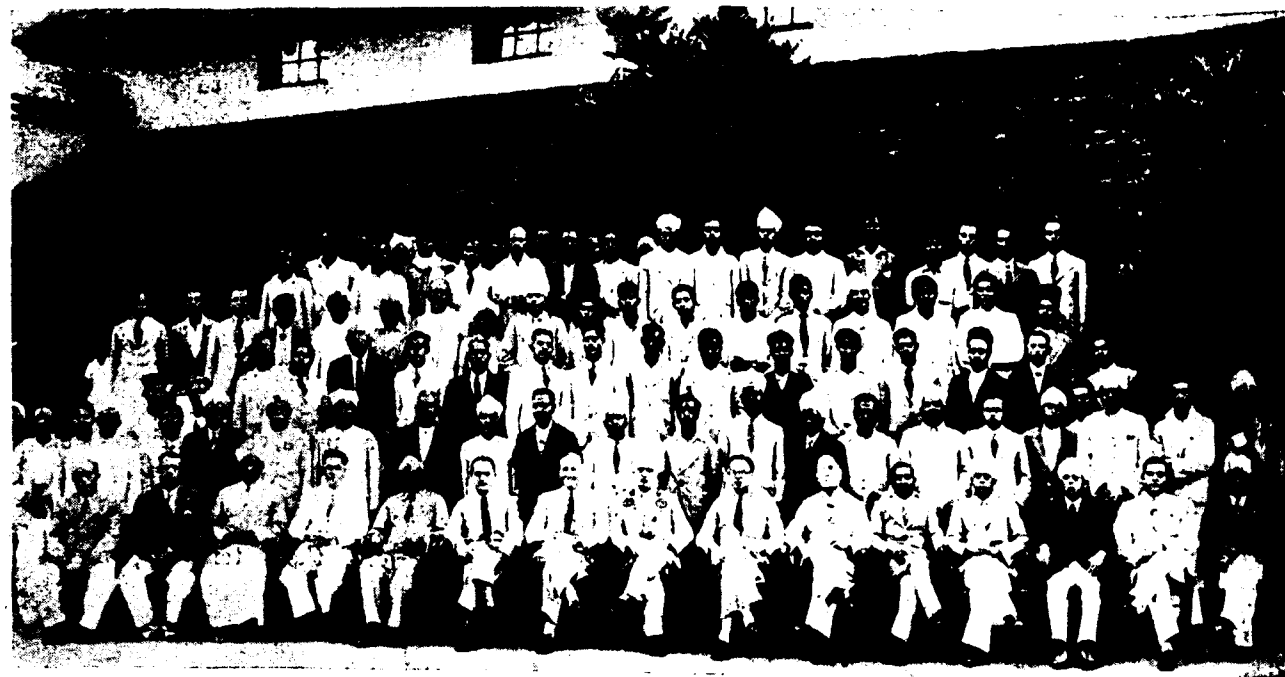
— Goethe.

Light and shadow, joy and pain,
Fame, infamy, loss and gain—
These are all set hours for our life's eternal
song

— Lowell.

The well-drilled in conversation are never
a bore.

Falsehood is cowardice—truth is courage.



A farewell group to Mr. C. O. Gaby.



Courtallam.

The village of Courtallam is at the foot of the the Western Ghats about 3½ miles from Tenkasi Railway station and is reached by a good road. It is about 450 feet above mean sea level and has a cool and bracing climate during the monsoon months from June to October. The road from the railway station passes through several populous villages. Approaching the mountain, the ozone laden air wafts a cool greeting. Courtallam can also be reached from Shencottah railway station which is in Travancore territory—the distance from the railway station to the waterfalls being about 4½ miles.

Return Tickets are issued up to end of September 1940, at 1½ fares for the double journey for all classes from stations distant over 100 miles, the period of availability being ten days for III class and 45 days for I and II class.

To and from Madras

There can be no better finish to a strenuous week of duty at the desk than a weekend 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 can be faced with cheer and confidence. For students and teachers, lawyers and businessmen, a change amidst happy surroundings must be welcome. Weekend Return Tickets are issued for almost all important stations on the Railway to and from Madras on Fridays and Saturdays available for return by the midnight of Tuesday following and if the distance traversed is over 300 miles—by midnight of Wednesday.

Round Tour Tickets

Round Tour Tickets are issued from all important stations for tours covering various itineraries. Those



H. H. The Maharaja of Travancore inaugurating the Trunk Telephone Servi

interested may obtain on application special literature giving full particulars of tours, charges and of the places to be visited.

Trivandrum

An event of considerable importance is the inauguration of the Pallivasal Hydro Electric Scheme in the Travancore State. Designed to produce cheap electric power, the scheme, it is hoped, will result in speedy industrialisation of the State.

The Travancore Trunk Telephone Service has now been linked with the British Indian System. Travancore can now call any part of the world.

Kundara

Nine miles from Quilon and situated on a white cliff overlooking the palm-fringed Ashtamudi lake, Kundara, the centre of the new Ceramic and Porcelain industry of the Travancore State, lies amidst ideal surroundings. As observed by His Highness the Maharaja of Travancore, the object of the enterprise is "to utilise the abundant deposits of high grade china clay with which Travancore has been endowed and the transport facilities and intelligent craftsmanship that Nature had provided for us, not only to refine and market a natural product which is valuable in textile, paper and other manufactures, but also to produce for our own use and exports, goods like water and drainage pipes, sanitary ware, electrical goods and articles of domestic use and toys." The Factory is one of the largest of its kind and is equipped with the latest machinery and washing plant, with a turn-over of 500 tons of clay per month. Originated by Sir C. P. Ramaswami Aiyar, the Dewan, and brought into execution by the skill of Sirdar Dogar Singh, Ceramic Expert, this enterprise ranks among the most profitable industrial undertakings in Travancore.

It is interesting to note that centuries ago a Colony of Chinamen settled here, and manufactured exquisite chinaware which they exported from Quilon. A street named after a Chinaman can even now be seen here.



The Ceramic Works—Kundara.

The Cochin Harbour Railway

The Harbour Railway will be opened for through booking of Goods traffic on and from 1st July, 1940. There are two stations on this Railway viz., Mattanchery Halt and Cochin Harbour Terminus. The latter alone will be open for booking of all description of goods traffic from 1st July 1940. Goods traffic for the West Coast Out Agencies will be served by Cochin Harbour Terminus station, instead of Ernakulam as hitherto. The line to Cochin Harbour Railway takes off from the Bridgehead at Ernakulam which forms the point of interchange between the South Indian Railway and the Cochin



Chinaware.



Insulated Van.

Harbour Railway. This Railway though treated as separate will be worked by the South Indian Railway.

Salem.

Week-end Return Tickets, are now issued between Madras and Salem Town & Salem Market stations both by the Metre Gauge route via Vriddhachalam and by the Broad Gauge route via Jalarpet.

Trichinopoly

Merchants and Businessmen will welcome the introduction of the System of Street Delivery of parcels at Trichinopoly from 1st June, 1940. Parcels booked to Trichinopoly Junction, Trichi-Palakarai, Trichinopoly Fort and Trichinopoly Town will, unless otherwise desired, be delivered to the consignees at their residences, within three miles of the stations abovementioned, for a small extra charge.

Coimbatore

Book-Stalls at stations offer the means of diverting the tedium experienced by some in the course of a long journey. All principal stations on the South Indian Railway are provided with such stalls which cater to all classes of the travelling public, by providing literature in Tamil, Malayalam and English. The new Junction station at Coimbatore has now two Book Stalls offering for sale both English and Vernacular journals and publications.

Insulated Van for Perishable traffic

In order to afford better transport facilities for perishable traffic such as iced fish, fruits etc., an



Three compartments of the Van.

insulated van to run on fast passenger trains has been constructed and placed for service on the Broad Gauge Section of the South Indian Railway as an experimental measure. The van has a carrying capacity of nine tons and is divided into three insulated compartments each having a separate ice container. No extra charge will be levied by the Railway for traffic loaded in this special van. For the exclusive use of the van, however, the minimum weight for charge will be 100 maunds.

It is hoped that this new facility will be fully availed of by traders in perishable goods.



The Interior of the Insulated Van.



H. H. The Maharaja of Travancore addressing at the inauguration of the ceramic works.

Travel and Education.

Speaking on "Travel and Education" on the 28th of May, 1940, at the Provincial Educational Conference at Ambasamudram, Mr. N. Subrahmanya Ayyar, M.A., L.T., F.B.G.S., said :—

Education, as we all know, consists in "drawing out" the best qualities of the person.

Advantages of Travel.

The chief value of travel lies in the opportunities which it affords for the attainment of real knowledge and understanding of things. It supplements book knowledge. Through it we understand things clearly and in their natural setting. Further, travel benefits students in their study of particular subjects such as history, geography and geology.

On the emotional side, we find that the appetite for travel "grows with the eating thereof"; for, the joy of travel is great indeed. But more important than this is the human sympathy we learn to have for those in whose land we travel. There grows along with it a feeling of tolerance towards the customs and habits of people, which are different from our own. "Ours are not the only ways of doing things" is what we realize. Mental liberation which is one of the right aims of education is achieved by travel.

On the conative side also, travel is highly beneficial. Learning is best done by doing. It is not by mere study but by experience that we have real education. In travel, there are challenging situations which call forth the best efforts of the individual. Travel makes a person self-reliant and resourceful.

Travel should be a concomitant of education if not also a completion of it. In western countries boys and girls go on tours and excursions during weekends and vacations from which they return transformed into new beings. People sometimes talk of risks and dangers in travel, but are we free from them nearer home in this age of automobiles? Such mistaken notions should not stand in the way of travel becoming more common in these days of cheap and quick transport. Finally, travel is often a solace to bereaved persons.

Opportunities for Travel.

There are many opportunities for travel open to us in the educational world. There are inter-school

debates and matches and inter-University tournaments, and these are excellent opportunities for travel, though in the nature of things they are confined to a few of the prize boys. For all pupils to benefit by travel, there must be a system of conducted tours. As for us teachers, we have our educational conferences—District, Provincial and All India, with their annual shifting venues. We should realize the value of the personal and social contacts brought about during these conferences and the advantage to us individually as well as to the profession as a whole.

Some fifteen years ago excursions were almost unknown in South Indian schools, but now they have become popular, though they require to be properly planned, and conducted in order that the best educational values may accrue from them. Teachers of all subjects should take active part in the conduct of such tours.

Modes of Travel.

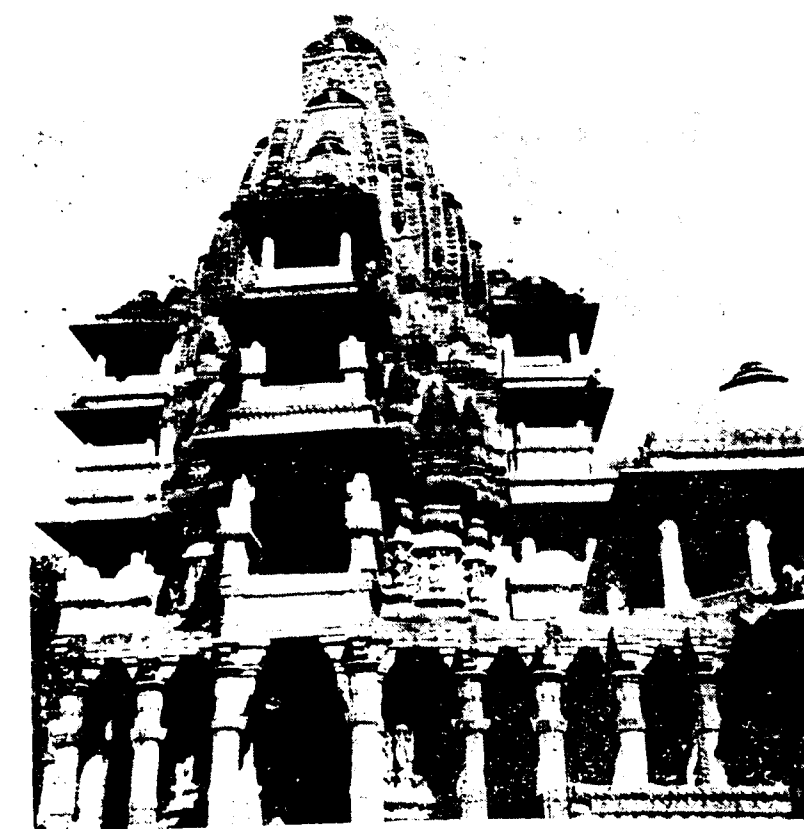
Man is a highly locomotive animal. Half his height is due to the legs, and he should make a good use of them. Hiking or walking is a form of travel which makes detailed study of localities possible. This intensive study offers a corrective to the general impressions formed by modern modes of quick travel. Next comes cycling. It is a quicker method by which a larger distance can be covered for local study. Then there is the bus, which has brought the road back into common use, making the most distant corners of the country easily accessible. The railway has its undoubted advantages for travel, far and near, and with its varieties of concessions for educational institutions and educational purposes it offers an unlimited scope for travel which teachers and students should not fail to take advantage of.

Technique of Travel.

In order to get the best out of travel, it must be planned with care and forethought. The leader of the party must plan several days ahead; the time of arrival, the programme and the time of departure must all be settled in their details. The places of lodgings, the kind of food, the places to visit, must all be thought out previously. In fact the skill and responsibility demanded of the leader is very great.

He will find it advantageous to consult the District Gazetteers and source books as well as the quarter inch map and the one inch map. The latter must be taken for reference during the journey.

Abroad, the tourist industry is a major industry, which has developed considerably even in small places. The tourist industry with its wide ramifications thus supports a large number of educated people in western countries. Its organization is a nation-wide one in which are linked up several parties such as photographers, bus companies, railway companies, tourist agencies, hotelkeepers and industrial concerns, besides governmental authorities—national and local. A similar development in our country with its wonderful beauty spots, holy shrines and historic monuments is sure to absorb a considerable proportion of the educated unemployed



A Holiday Picture—A View in Jodhpur.
(By courtesy of Mrs. C. M. Dodge.)

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		• LESS SPACE
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