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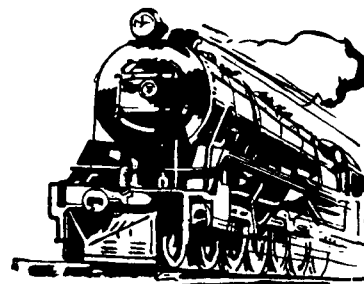
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THE APPLE BOY.

SOUTH INDIAN RAILWAY MAGAZINE



APRIL

1941

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EDITORIAL NOTICE

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

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

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

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

All matters intended for publication in the next issue must reach the Editor before the 20th of May, 1941.



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South Indian Railway ⁽¹⁸⁸⁾ MAGAZINE

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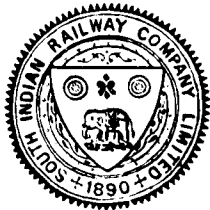
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PRIL 1941.

KODAIKANAL HILLS.

The Agent & General



TRICHINOPOLY 26th March 1941.

Since the last issue of our Magazine Mr. C. A. Hairwood has left India in order to join the Board of Directors. The responsibilities which he assumed to carry so easily have now fallen upon me, and I hope that with the assistance the Staff have always given my predecessor the South Indian Railway will, during my period of office as Agent and General Manager, advance still further in its service of the Public.

Manager's Message to Staff



TRICHINOPOLY 19.....

I am aware, however, that in feeling entitled to the loyalty and co-operation of the Staff, the Head of any organisation must be prepared to give something in return. In an organisation such as ours, the Agent and General Manager, probably, has more power to help and assist the Staff than any other individual, and what I would assure the Staff is that I am always ready to do what I can to advance their interests and improve their conditions of service.

W. H. S.



NOTES & COMMENTS

Mr. C. A. Muirhead's Farewell Message

Mr. C. A. Muirhead, on the eve of his retirement, sent the following message to all the Railway staff:—

"Under instructions from my Board of Directors I have been called upon to return to England to join the Board.

Before leaving India, I desire to convey to all the staff of this Railway my deep appreciation of the loyalty and devotion to duty which they have shown during the years that I have been Agent and General Manager; it has made my task easier and a happy one.

I leave you confident that every Railwayman of this administration will emulate the fine example of Railwaymen in Great Britain and continue to maintain that loyalty and devotion to duty in these difficult times in the history of the world.

I wish each one of you good-bye and good luck."

Another great Railway passes to the State

On 1st January, 1942, the Bombay-Baroda and Central India Railway will be taken over by the Government of India under State management. It must be a source of immense gratification to those concerned in the management of the Railway that they can look back with pride on the results achieved during the period of Company management. For many years past the financial results of working have proved a sound commentary on the efficiency of its management. "Public Service" has always been the watchword of its staff and as one of its latest Bulletins states:—

"Every difficulty has been successfully countered and though we have gone through hard times, particularly during the past few years when the world has laboured under economic depression of unexampled magnitude, the cheerful optimism and determination of our staff has never wavered." State Socialism of one form or another is in favour in the world to-day, and the old arguments against State management of national public utility services

are no longer believed to be correct. Yet, one may still doubt the wisdom of nationalising commercial services out of mere sympathy for nationalistic slogans.

In introducing the Railway Budget, Sir Andrew Clow said, "The Government of India have never accepted the view that every contract for the working of a State-owned Railway should be terminated whenever opportunity offers, irrespective of the merits of the case." He further made the admission, "Officials are at times accused of overestimating their abilities, but our faith in bureaucratic competence is considerably less than that evinced by those who are so constant in asking us to undertake new tasks."

Ticketless travel

The new law enacted by the Indian Legislature may be expected to minimise ticketless travelling to some extent. The prospect of summary ejection, deterrent fine or imprisonment is likely to check the evil of defrauding the Railway.

But a novel problem arose in debate on the bill. That organised mendicancy may put forth claims to free travel as one of the original 'Rights of Man' was never anticipated by those who framed the old or the new law. Sir Andrew Clow's authentic reference to the strange demands of a new variety of Passengers' Association came as a mild shock to the guardians of Railway law.

The question arises: Do the 'Rights of Man' include free Railway travel?

We do not think so.

Road making as a hobby

The Hon'ble Sir Andrew Clow, Member for Communications, addressing the Indian Roads Congress Council said:

"Would there always be the same objection to a free people resolving that all, rich and poor alike, shall give some days of their year to causes of common benefit. Imagination glows at the



Students leaving Madras Egmore for Mahabalipuram on a day's excursion.

thought of the bureaucrat released for a few days from his files for the open road, the businessman losing a few superfluous pounds in healthy exertion, the doctor getting an unusual tonic, the journalist writing his sermons in stones, the schoolmaster learning in a new school."

Distances are great in this land, but even to reach such delectable work-spots, these fashionable workmen will, we hope, still travel by trains.

A unique excursion

Thirty-five prominent citizens and Government Officers of Kumbakonam who are members of the 1933 Club recently decided to spend a week-end holiday at Point Calimere. The Railway provided a carriage for their exclusive use during the excursion and made other arrangements for their convenience. The catering was throughout in the hands of the managers of the Railway Refreshment Rooms enroute. On the conclusion of the excursion, the leader of the party wrote:—

"Your Mr. . . . was of considerable help to our party. The success of the trip is due not a little to the splendid catering arrangements. . . . This trip has made our members think of taking further trips in the Southern Districts and to Metur."

Short week-end excursions of this nature make for a healthy change, and afford considerable pleasure and relaxation to busy men and women in cities. There are many interesting spots with a holiday atmosphere suitable for excursions within a short distance of several towns on the South Indian Railway.

Defeat of the Duce

The overwhelming victories of the Imperial armies in Libya and Eritrea have finally sealed the hopes of Italian hegemony in North Africa. In achieving this, the Indian Soldier has played a magnificent part.

His Majesty the King in paying tribute to India for the noble part played by her during the war, stated that, "While her fighting forces have been upholding in many widely scattered theatres of war, the military traditions for which India is so justly famed, her people have been giving freely to relieve suffering and distress."

The Army Council congratulating the Indian Army operating in the deserts of Africa said, "The British soldier is proud once again to have gained the victory side by side with his Indian brother in arms. The courage and endurance shown by all ranks, British and Indian, have aroused our keenest admiration. The Indians took their full share in the capture and destruction of the Italian forces on Egyptian soil. Their high spirit and gallantry as they went into action was remarked upon by many observers."

General Wavell sent the following message on the part played by the Indian troops in the Libyan campaign: "Indian troops were amongst the early reinforcements to arrive in Egypt and have been maintaining the defence of that country ever since. This long period of defence was rewarded by their participation in the Battle of Sidi Barrani, in which the magnificent work of the Indian troops enhanced the already high reputation they had previously held. Since then, Indian troops have taken part



His Excellency Sir Arthur Hope, Governor of Madras.

in several important actions in the Sudan, culminating in the most brilliant pursuit from Kassala to Keren. In this action, the Indian troops have performed extremely good work in most difficult conditions."

Throughout their long history, Indians have been famous for their valour in the field of battle, and India is to-day proud that once again its national prestige will be upheld in the four corners of the world in the cause of human justice.

His Excellency the Governor's visit

His Excellency Sir Arthur Hope, the Governor of Madras, toured in the Districts of Tanjore, Trichinopoly, Madura and Ramnad during February and March, 1941. While at Trichinopoly he visited the Golden Rock Workshops where he was shown a model aeroplane made in the Munitions Shops.

"A Total effort"

With characteristic thoroughness, President Roosevelt announced that the passage of the Lease and Lend Act signified the beginning of what he called a 'total effort' on behalf of the Democracies of the world. In his broadcast on the evening of 15th March, 1941, he made pronouncements of

far-reaching consequences on the determination of the United States to keep "the light of Democracy burning" so that freedom of speech, expression and worship, freedom from want and fear," would not be forbidden at any time in the future. This "total effort," will result in "an all-out aid for Britain, Greece, China and all the peoples whose homelands are temporarily occupied by the aggressors." President Roosevelt concluded; "There has never been and never will be, any race of people fit to serve as masters over their fellow-men. The world has no use for any nation which because of its size and military might asserts its right to goose-step to world power over other nations and other races. We believe that any nationality, no matter how small, has the inherent right to its own nationhood." These are eternal truths. Man yet hopes and these hopes are shared by everyone in India that to President Roosevelt may be given the opportunity to so shape the efforts of his country that these truths may at last become realities.

A Library for Railwaymen

Mr. Alun Williams writes in the *Railway Gazette* (London):—

"Some knowledge of the working of the mind of Aristotle, the greatest thinker who ever lived, of the arguments of Socrates, of the vivid pictures drawn by Herodotus, and of the methods which enabled Euclid to write a text book which remained in use for over two thousand years, cannot but assist the easier movement of passengers and goods upon our railways, for it is not from the problems dealt with but from the manner of their handling that we learn from the past."

We would suggest to our colleagues on Indian Railways that the following be added to Mr. Alun William's list:—

The Bhagavat Gita, Rubayat and Patanjali.

"A most democratic Agent"

Mr. J. F. C. Reynolds, Agent and General Manager, South Indian Railway, was felicitated by the Madras Railway Users' Federation at an "AT HOME" given in his honour at Hotel Connemara on 25th January, 1941. In the unavoidable absence of the

new rails—and both tracks opened for traffic in time for the evening rush-hour business.

On all the Home railways, schemes are in operation providing for the voluntary purchase by the staff of "Spitfire" fighter planes. Each aircraft costs £ 5,000. The employees of each railway quickly contributed sufficient to purchase their first complete machine, and further contributions are rolling in, just as on the Indian railways so many who love freedom are giving liberally to the various war funds.

In my last letter I told of the extreme heroism of Home railway employees in face of danger. This heroism has become more than ever apparent in recent weeks, and in their fight against cruel aggression our railway men and women have risen to supreme heights. I could very easily fill many issues of this Magazine with accounts of railwaymen's bravery, and of the fine self-sacrifice—even unto death—of our signalmen and marshalling yard staffs, locomotive crews, booking-clerks and office-boys. The courage of our railwaymen is the same courage which imbues our flying men when up in the blue they make straight for the Nazi murder-planes; the same courage as that displayed by the gallant captain and crew of the *Jervis Bay* on that historic day last November when they sailed out into the unknown to save their fellows; the same courage as that which prompted the little London girl, who when her father and mother lay mangled beneath the wreckage of their bombed home, bravely assured those who sought to comfort her that she wouldn't cry "for daddy's sake".

Out of the thousands of instances of heroism to hand, we select these typical examples: A passenger train on the Southern Railway was attacked by an enemy plane. A number of bombs were dropped near the track and splinters struck the train, causing fatal injuries to the driver, and injuries to Guard Batchelor and four passengers. Fireman Cox immediately went to the assistance of the driver and the injured passengers, and drove the train, arriving only 12 minutes late at destination. Guard Batchelor, although badly injured, acted with commendable promptitude.



Driver Norman was in charge of a railway motor delivery van going through a South London suburb, when a bomb landed beside him. It splintered, pierced the van, dented the cab behind his head, and smashed all the glass on the vehicle. In spite of this, Norman carried on and delivered his load at the depot.

At a centre on the L. N. E. Railway, two high-explosive bombs fell in the goods yard, and a fire broke out. The station master called for volunteers to deal with it. Ticket collector Barker, Motor driver Pickering and Porter Robinson came forward immediately and tackled the fire with their appliances. When the fire spread, shells in an ammunition wagon began to explode, but the men continued to play water on the trucks. The danger run by the men is indicated by the fact that three lengths of the fire-hose they were using were punctured by shrapnel from the exploding shells.

Chief Foreman Taylor was off duty one night when an enemy attack was launched on the L.M. & S. depot where he was employed. With bombs falling and anti-aircraft hotly in action, Taylor immediately proceeded to the scene and rescued 51 horses and many delivery vans from burning buildings, remaining on duty until exhausted. His wife, while the raid was in progress, went and obtained assistance, so that the horses could be led away to safety.

Eric Avory is a restaurant car lad on the L. N. E. Railway. This is what an official statement has to say about Eric's bravery: "A high sense of

duty was displayed by restaurant car lad Ivory on a journey from London during a period of intense enemy aerial activity. His calm demeanour through the danger zone helped to allay alarm among the passengers, and tea was served in a calm atmosphere."

Servicemen everywhere are on the move on the Home railways, and we have previously mentioned in these Letters the very fine chain of canteens and rest rooms provided for their comfort up and down the railway systems. An innovation is the running in troop trains of restaurant cars, where cheap meals may be obtained by all ranks. This is a decided contrast to the way we used to travel in the last war, particularly across the water, where the usual means of transport was an ordinary covered freight wagon, bearing outside the familiar inscription "Hommes 40, Cheveaux 8" (40 men, 8 horses). At the principal Home railway stations, too, free washing, lavatory and left luggage accommodation now is available to members of the Services, the scheme applying to all men of the Army, Navy, Air Force, Home Guard, and Mercantile Marine, and to members of the three fine women's organisations—the Auxiliary Transport Service, the Women's Royal Naval Service, and the Women's Army Auxiliary Service.

Many admirable schemes for furthering civilisation's cause are in operation on the Indian Railways. At Home, too, there are numerous helpful schemes, such as savings movements, blood transfusion plans, and comforts funds. On each railway, big savings plans have been introduced, with the object of swelling National Savings. On the L. N. E. Railway, for example, there are more than 1,450 savings

groups, with a total membership of over 43,500. Blood transfusion donors are numbered by the thousand in the British railway service. On the G. W., for instance, one big shop produced 3,443 blood donors, all eager to give of their life blood to succour Servicemen and civilians lying ill and wounded. The comforts funds for the Troops run by the Home lines are raising large sums for food, smokes and other extras for railwaymen serving with the Forces, and these provide a most kindly link between serving railwaymen and those who remain on transport duties.

Gallant Greece, so much in the news of late, has aroused the admiration of all liberty-loving people by her fine stand against aggression. Greece is served by a railway system some 1,700 miles in length, and her railway employees are performing heroic work in beating off the attackers. Headquarters of the Greek railways are at Athens, and from there trunk lines run mostly northwards, the most important being the Athens-Salonika route, forming part of the great trans-continental line to Paris, *via* Belgrade, Zagreb, Trieste, Milan and Lausanne. It is over this route that in normal times there is run that fine long-distance train, the "Simplon-Orient Express".

Closing this present article, I take the opportunity of congratulating our Indian colleagues on the wonderful effort they are putting forth to aid civilisation these difficult days. Be sure India's fine contribution never will be forgotten, and meanwhile let us all pull together in smashing the terror facing liberty-loving peoples of every race and creed.

Some American equivalents.

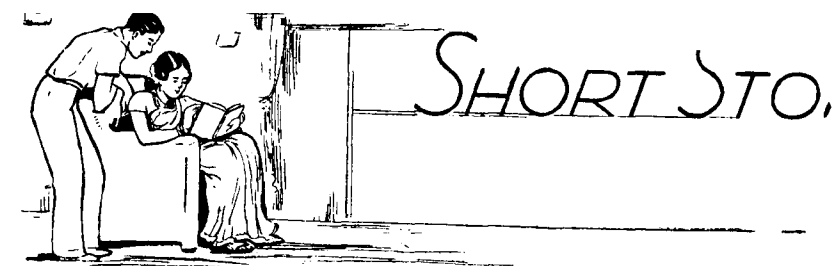
Railways	Railroads.
Station Master	Local Agent.
Van	Car.
Railway staff	Railroader.
Goods Shed	Baggage building.
Compartment	Cab.
Telegraph lines	Pole lines.
Ticket Collector	Ticket Agent.
Guards	Conductors.
Third Class Fares	Low Coach Fares.

Standard Gauge

Gauge is the space, in feet and inches, inside of the two parallel rails in a track, the gauge-line being $\frac{5}{8}$ of an inch below the top of the rail. In the United States and in many foreign countries the standard gauge is 4 feet 8 $\frac{1}{2}$ inches.

In 1871, no fewer than nineteen different gauges ranging from three feet to six feet, existed on the railroads of the United States.

The first railroads in this country used wooden rails on top of which a thin strip of metal was fastened, called "strap-rail."



"GHOSTS."

(A Story Based on Fact.)

IT is a remarkable fact that good food and drink seem to have the power of stimulating the mind and memory, and in consequence, some of the best stories, whether they belong to the humorous series or whether they be yarns, are told after dinner. The following was no exception to the rule and we heard it at a friendly gathering of exiles on leave, united after many years of absence and many years of wandering in strange lands. Robert Burns, burnt mahogany by the tropical sun, tall, broad shouldered, who had spent the greater part of his service in wild corners of the Empire, had been listening for some time with a smile on his face, to a discussion on ghosts. Finally he broke into the conversation. "Would you fellows like a true yarn of ghosts?" We naturally all assented. I have set it down in his own words and you may or may not believe it according to the amount of imagination or superstition, call it whatever you like, in your make-up. As far as we were concerned, knowing ROBERT we believed the story.

"It happened years ago. I was only a young railway engineer just out from home. Ever since my early childhood the name "BURMA" was magic to my mind; it typified all that represents the mysterious East, and you can imagine my joy on learning that I was appointed to that country of my dreams. My luck as I believed then was in the ascendant, for on my arrival, I found I was to join a survey party working towards the Chinese border lying beyond the river Salween. What more could a youngster wish for? A wild country, inhabited by few but very wild tribes, plenty of work, plenty of sport, and before us the unknown, the unexplored. As one grows older and more settled, I must confess one's ideas of luck differ somewhat and nowadays, luck to my mind is to get nearer home. However, for a youngster the outlook was ideal. I landed in Rangoon late in the month of October and made my way by rail to Mandalay

whence the survey expedition was to set forth. I can hardly describe the joy it was to me to see this country; I literally drank in all and asked for more. From the very start, RANGOON with the Shwe Dagon covered with gold, the multi-coloured crowd around its base, the orange-robed priests, the pilgrims, the vendors, the beggars, crowded my brain with one confused mass of colour. Then in the train, I seemed to spend my time moving from one side of the carriage to the other. Everything struck me as picturesque, the paddy fields with those solemn white or gray paddy birds picking their way daintily through the slush, the smiling Burmans up to their knees in mud planting out the rice, little thatched roofed huts clustering around groves of great dark-leaved trees, the whole country green and fertile. So much for childish enthusiasm.

My stay in Mandalay was short; indeed we left two days after my arrival. The party consisted of Paddy Greene as Chief, a short, plump, cheery, fair haired Irishman with always a twinkle in his eye, an amazing brogue and a divine voice when he sang. Then Tom Tucker, neither handsome nor ugly, just average looking exactly alike the hundreds of thousands of other men of the same class who have followed the same footsteps through Public School and University; entirely dependable and sound, never rattled. Next followed John Moore, dark-haired and morose; and lastly myself just a raw youngster without any particular distinction. The remainder of our staff consisted of native surveyors and a full complement of ubiquitous coolies.

The first portion of our journey was by train to railhead about 100 to 150 miles from the Chinese frontier as the crow flies. In actual fact for us, this distance was just about double; for the country to be surveyed was extremely hilly and covered with dense and impenetrable jungle. The only existing



trade routes being tracks following the crests of the ridges rising anything up to 5,000 feet above the bottom of the valleys. These tracts, however, were not for us. The road we had to travel followed not the ridges but the valleys and the slopes slightly above them. Those who have visited this part of the world and strayed from the beaten track, will readily understand what I mean when I talk about impenetrable jungle. Imagine a solid barrier of trees rising to 120 feet, covered with thick foliage close planted, with between them colossal bushes with thorns three or more inches long and clubs of thick bamboo; the whole woven into a solid mass by myriads of creepers, some with stems like a ship's hawser, the only relief from the monotonous green being patches of brightly coloured orchids; slopes amazingly steep and studded with rocks and boulders hidden by the undergrowth but more than noticeable when stumbled upon.

Advance through this country meant about two miles a day with luck, every foot of path hewn by the axes of the special jungle-clearing coolies, and every foot stubbornly contested by the forest. To crown everything a dim semi-religious light filtered through the dark mantle of leaves overhead. Observations could only be made by laboriously climbing tall trees. A heart-breaking country but really possessing an undeniable thrill in spite of the damp heat and the mosquitoes.

I must confess that at times I felt depressed and had it not been for Paddy and his tonic-like nature, I really don't know how we could have carried on. Alastairs was more than a wet blanket and would alone have depressed a regiment. Inglis on the other hand seemed utterly undisturbed by his surroundings and might just as well have been walking down Piccadilly for all the effect they had on him.

You may think that I am drawing out this description unduly. I do it, however, with a purpose so that you will more fully grasp the inexplicableness of the subsequent find and events.

Our work went on and we crept further and further into the unknown depths towards the Salween. Finally after about two and a half months we stepped out on to the crest of a ridge almost devoid of trees, overlooking the surrounding country and in particular the Salween itself. The change from the monotony of our foreground road to this open and widely beautiful vista, swept away all feelings of depression.

We have now reached the setting for our drama. I will describe it so that you fellows may picture it in your minds.

The river flows with a rushing roar at the foot of immense perpendicular rocky walls forming a deep trench varying from 90 to 400 feet across. The bed of the river consists in a series of steps anything up to a mile long with a drop of 10 or 15 feet between each, turning the swift waters, sometimes into cascades, sometimes into rapids filled with boulders. The sides of this trench rise up to 1,000 or 1,500 feet above the level of the river. From the top the ground, covered with enormous rocks piled up into confused

masses, stretches inland a few miles but rises to 5,000 and 6,000 feet, thus forming a valley about eight miles across with slopes set at 60 degrees. This valley receives numerous tributary streams, most of them contained in deep gorges cutting the main valley at right angles. The whole country is covered with dense jungle and tall rough grass. The few flat spaces to be seen are small golden sand banks on the edges of the side streams where, throughout the day, myriads of butterflies of every size and colour, dance and scintillate. Also here and there, small plateaux just above the level of the waters of the main stream, where the trench shallows and where the mantle of vegetation has slightly retreated. It is here, by the way, that are sometimes to be found the temporary shelters put up by the nomadic tribes of this country: Moi, Khas and Tac Chui, strayed from the neighbouring wilds of Laos. These patches show up brilliant emerald due to the wild plantains and the wild paddy thereon.

Through this decor of savage beauty we made our way to the banks of the river. Two days were wasted looking for places to cross. The third morning on turning a bend, we suddenly came upon an amazing sight. On the opposite bank, perched upon an almost overhanging rock, stood a square bungalow, for all the world like the ordinary P. W. D. Rest House found throughout India and Burma. We could hardly believe our eyes. The strangeness of this find in the middle of this dense jungle defied words. Our native followers themselves, we could see, were just as surprised as ourselves. One fact stood out very clearly. We had to examine this bungalow. The place was found, about half a mile down stream where the river was fordable and we finally reached the bungalow by two in the afternoon.

The East is a curious part of the world, particularly in respect of the propagation of news and messages generally. Now, we remember our coolies had never been anywhere near this part of Burma before, nor had they ever heard of this bungalow; further, for weeks we had not seen any local natives. Yet one and all refused to approach saying that it was haunted. I asked them how they knew and the only reply I could obtain was "we had just been

warned not to stay here". They were very insistent that it was not their fault; but how could they act against direct orders. As to "Who" gave the orders they would not say. No amount of question elucidated a further reply and finally they remained sullen and dumb.

This was most annoying, for the idea of resting once more in civilised surroundings appealed to us tremendously. After a short discussion we decided to remain on the spot for three days provided of course we succeeded in propitiating our coolies. Before going any further, let me describe the general lay out of the building. Square, perched on a bare rock overlooking the Salween, it had a verandah running around on the three sides to landwards. The fourth side, an absolutely flat wall with just one window in the centre, overhung a one thousand foot drop straight into the river below. In the very middle of the whole building, was an open courtyard with a large brick cube in the centre about ten feet aside. The bungalow was in a fair state of repair, yet unoccupied.

We were all as keen as mustard to investigate and entered, led by Paddy. In spite of our coolies' fears it seemed a very ordinary kind of habitation. The only odd thing about it was the brick cube in the courtyard and this particularly attracted Paddy's attention. For the time being, however, he said nothing and would pass no opinion as to its *raison d'être*. Try as we would, we could not involve a theory as to how this building had been erected and by whom. We settled on various rooms, Paddy, Inglis and myself using the room overlooking the river; Alastairs preferring to be alone in the room off the courtyard. I could scarcely tear myself away from the window for the view was really magnificent with its sheer drop of a thousand feet into the roaring torrent below.

It took a good deal of persuasion to induce the coolies to carry our stores indoors and they finally agreed to do so on the understanding that they would be allowed to sleep outside in the open glade roughly three hundred feet across, separating the building from the jungle. The joy of a rest in the cool verandahs with a sight of the blue sky above soon made us



forget the fatigue of the journey. It was only towards evening that we once more began to take notice of our immediate surroundings. Paddy was the first to break the silence. "That brick cube in the courtyard puzzles me," he said, "I cannot for the life of me imagine what it was for." "I should say it was put up by the owner to hide a well," I suggested hopefully. "Don't be an ass", he replied. "You may not believe me but that cube, unless I am very much mistaken, dates back some five thousand years before the bungalow was built."

To say we were astonished is to say the least of it. We all sat up thinking he was pulling our legs. Inglis, however, took the statement quite calmly. "How do you make that out"? he asked. Paddy replied;—"being an engineer, the subject of building and building materials throughout the ages have always been of particular interest to me. Did any of you closely examine that cube? I think not. If you do you will find that its walls are built of

plano-convex bricks, not made in moulds but fashioned by the hand of the maker of a flat surface, the top being left convex. This I may say is an absolute characteristic of the oldest Sumerian periods dating back to about three thousand B.C. Remains of a similar workmanship have been found in Mesopotamia and Kish and in India at Mohenjo-Daro. Furthermore, if you look at the surface you will see on some of the bricks curious small regular carvings which are nothing else but cuneiform writing. Unfortunately I cannot read it. This find would be of extraordinary interest to archaeologists, if ever they believe us."

With one accord we rose and made for the courtyard. Paddy proceeded to examine the find to us on the spot. It undoubtedly tallied with all he said. Here there was yet another mystery.

Conversation at dinner that night consisted mainly in a lecture by Paddy and in theorising by the rest of us, needless to say, without any tangible results. We finally turned in at about ten and settled down to a good night's rest.

As far as I am concerned I fell asleep as soon as my head touched my pillow and I slept without a break until suddenly awakened by an unearthly shriek. It took me a minute before I came sufficiently to my senses to realise that it was a dream. I jumped up to find Paddy and Inglis groping for their torches.

"What on earth was that," I cried. "It seemed to come from Alaistairs' room," replied Inglis, as we set off at a run. We found Alaistairs sitting up in bed. He apologised on seeing us saying that he had had nightmare and dreamt that cold hands were grasping his neck. On being assured that he was safe, we trooped back to bed again, laughing at the alarm. The next day passed quickly and uneventfully. Alaistairs seemed quite cheerful for a change and pooh-poohed the idea of changing rooms.

Paddy spent the most of his time in examining his precious brick cube and making sketches of it. Night set in with its usual tropical rapidity and once more we settled down to sleep. This time I must confess the memory of Alaistairs kept me awake. I tried hard to sleep but without success. Finally I could not stand it any longer, and got up

and went to the window in hopes of getting a little fresh air. The moon was not quite full but its light was sufficiently strong to show up the country for miles. Far below, the sound of the rushing water arose, here a woodpecker tapped unceasingly, there a night-jar or screech owl disturbed by some jungle beast raised his voice in protest. I stretched my arms out and breathed deeply.

Now I want you particularly to note my position. I was standing leaning out of the window with only plain white-washed perfectly flat walls without any crevice or ledge, stretching above on both sides and below, where even a lizard would have had difficulty in finding a perch, while all around me was the gaping void of the precipice.

There I was breathing deeply when to my horror I felt my arms grasped by two cold and clammy invisible hands, coming apparently from straight in front of me. I let out an appalling yell. Inglis and Paddy jumped out of bed. "For God's sake, come," I shouted, "something has got hold of me."

Inglis was the first to reach me. He caught hold of my arms and said "hold on old man, I'll help you." His fingers crept up my extended arms. "Paddy, he is right, I can feel a hand."

My hair stood on end, for nothing could be seen. "Catch hold of him," said Paddy, who, by this time had joined us, "and we'll pull together."

Their united effort was successful. The cold hands gradually slipped and then let go. I was once more

free. Unhurt but mighty scared. Paddy fetched some brandy and then examined the walls, but without success, for it was a physical impossibility for any human being or even a monkey to hang on to that smooth surface. Having sufficiently recovered, Paddy suggested looking up Alaistairs. We entered his room but to our surprise found it empty. Inglis was the first to make the discovery. Poor Alaistairs lay face downwards on the top of the cube dead, his throat showing the distinct marking of two hands. Dawn soon came. We organised a very complete search but it revealed nothing, not so much even as foot prints in the dust on the top of the cube."

This is my story.

There was a short silence among us. Then someone asked: "What about the Sumerian cube, did you report it to anyone?"

Robert Burns gave a short laugh. "My dear fellow, no one believed us; even Paddy's sketches declared Fakes. As for poor Alaistairs we reported him as having died from fever contracted on the way out. You see supernatural death are not popular with the powers that be".

Had the Sumerian cube anything to do with his death? Was it by chance an ancient sacrificial altar? How came the bungalow at that spot, are questions yet to be answered.

We live in deeds, not years, in thoughts, not breaths,
In feelings, not in figures on dial

We should count time by heart-throbs

He most lives who thinks most, feels the noblest,
acts the best.

He that wrestles with us strengthens our nerves and
sharpens our skill; our antagonist is our helper.

—Burke.

There should be no intellectual intolerance. Every-
body knows something the other fellow does not know.

—E. F. Lucas.

Breakfast and Business

It would hardly seem possible that because a breakfast did not sit well, the public relations of large Corporations such as the Pennsylvania Railroad would be adversely affected. But that is what sometimes happens. The Pennsylvania Railroad does business with thousands upon thousands of individuals. Some of these may have only one contact a year with the railroad; some only two or three times in their entire life, yet all will generally pass judgment on the Company through such contact even if it be with just one employee.

—Fred Carpi.

Mineral Wealth of South India.

(By Prof. C. K. Krishnaswamy Pillai, M.A., M.Sc., D.I.C., M.B.E.)

CHOUGH not so rich in minerals as the provinces of Bihar and Orissa, the Madras Presidency can boast of a good many valuable deposits of a variety of minerals which have been discovered during the last century in different parts of the Presidency through the efforts of the Geologist as well as the Industrialist. Some of the deposits have been and are being exploited successfully; other enterprises collapsed through different causes, while many, which there is every reason to hope, may be worked profitably, have not as yet received from the industrialist the attention that they deserve.

The exploitation of different minerals and thus the growth and expansion of industries dependent upon them, with benefit to the workman, the capitalist and to the nation in general is of vital importance to any country. The economic progress of the Western nations by industrial development is a monumental illustration of this fact.

The following brief descriptions of the important mineral deposits known to occur in the Madras presidency serve to indicate the potential value of these minerals.

Asbestos

It is a hydrous magnesium silicate and is generally found as aggregates of fine crystalline fibres which are flexible and of considerable tensile strength. They occur in veins and fractures with fibres arranged crosswise.

The mineral is at present being worked in a small way in the Kurnool district. It is, however, known to occur also in the Pulivendla taluk in the Cuddapah district.

A serpentine variety has also been found at Perundurai in the Coimbatore district and near the Chalk hills, Salem district.

Information regarding these deposits is very meagre as systematic surveys have not as yet been carried out.



Magnesite Mining at Salem.
(By courtesy of the Magnesite Syndicate, Ltd.)

Asbestos is put to a variety of uses. In the textile industry, yarns, cordage, cloth, etc., are made out of this mineral. As asbestos paper compressed into sheets, blocks, etc., in asbestos cement, insulator in coverings of boilers and steam pipes, ingredients in paints and roofing cements and as fillers, packings etc., asbestos finds a very wide use. The large demand in India for the above-mentioned materials is at present being met by these finished products imported from foreign countries where the raw material is mostly of inferior grades to that available here. With the help of suitable machinery there is every hope of this presidency becoming self-sufficient with regard to asbestos products, a necessary adjunct to modern industrial progress.

Barytes

The sulphate of barium is a white heavy mineral occurring in massive crystalline forms, often as tabular crystals.

It is known to occur at Balpalpalli and certain adjoining places near Betamcherla in the Kurnool district, Narravada in the Nellore district and Alangayam in the Salem district. Some deposits have also been discovered recently in Anantapur district. The presidency possesses some of the largest deposits of Barytes in India but details are lacking regarding the economic possibilities of these deposits.

Local contractors are extracting the mineral from the Cuddapah, Kurnool and Anantapur districts, but systematic large scale operations are nowhere being carried out.

Barytes finds many uses. It forms an inert mineral filler in paper, rubber, cloth, linoleum, oil-clothes etc. It gives a highly enamelled surface to materials and is thus made use of in manufacturing playing cards, artificial ivory, glazed ceramics and enamels and also in certain types of glass. It finds extensive use also in the manufacture of paints and chemicals.

The exploitation of this mineral on a large scale hence depends upon the development of industries connected with the above-mentioned products in the presidency.

Chromite

The oxide of chromium and iron is found to occur at Karuppur, in the chalk hills, Salem district as black veinlets cutting across the magnesite veins and also in the western side of Kanjamalai near Virapandi Road railway station. Chromite has

also been found near Haranhalli in the Shimoga district, Mysore State.

Chromite is chiefly used in the manufacture of chromite refractories, chromium chemicals, 'Staybrite' steels, and other ferro-chromes. Staybrite steel consists of 18 per cent chromium and 8 per cent nickel, a steel of great ductility, readily wrought into shape and welded with ease, resisting the action of citric, tartaric and malic acids under almost all conditions of strength and temperature as also sea water."

At present the demand for this commodity in the presidency is negligible but it is bound to prove very valuable with the growth of steel and machinery industry.

Clay

Different varieties of clay useful for varying purposes are known to occur in the presidency. Common clay suitable for the manufacture of bricks, tiles, etc., is abundant on the Malabar coast. The manufacture of tiles, etc., is a flourishing industry in



Prospecting Pits—Mica.

(By courtesy of Messrs. Chambers & Co.)



A Mica Mine.

(By courtesy of Messrs. Chambers & Co.).

Mangalore, Calicut and Palghat, where more than thirty factories meet the demand for these materials.

Kaolin, useful for ceramics is found in patches in the North Arcot and Nellore districts but has not found any demand.

Fire Clay has been found in the Uttatur formations in Trichinopoly district but the quality and quantity of the material available remains to be accurately ascertained.

Copper

Ores of copper have been found near Garimpen-penta near Kavali in Nellore district. Sites of recent workings are visible all over the area but the deposits appear to have become practically exhausted.

Evidences of ancient workings of copper are found in many places in the presidency where it may be well worth the while to carry out mineral surveys.

Corundum

Oxide of Aluminium.—Some of the largest and best deposits of corundum in India are found in this

presidency. Large quantities are available without much difficulty in the following places: Hindupur and Madakasira in Anantapur district; Karutapalaiyam and Gobichettipalaiyam in Coimbatore district; Paparapatti in Salem district and in South Kanara district.

The extraction and export to foreign countries of corundum from the above places was an active industry many years ago but at present hardly any work is being done on these deposits.

Corundum is valuable as an abrasive. It is crushed and graded and made into abrasive papers, cloths, wheels, etc.

Emery, consisting of oxides of iron along with corundum is found in large quantities at Sanyasi-malai, in Yercaud, Salem district. Transport of the material from the site to the railway station may prove difficult. Emery also forms a valuable abrading agent.

Garnet

Pure, transparent crystals of this mineral on account of its deep ruby colour and high hardness is in demand as a gem. The inferior qualities make excellent abrasives.

Large quantities of garnet are available near Saidapuram and Utkur in Gudur, Nellore district, as well as at Sankaridrug and Tiruchengode in Salem district.

Gold

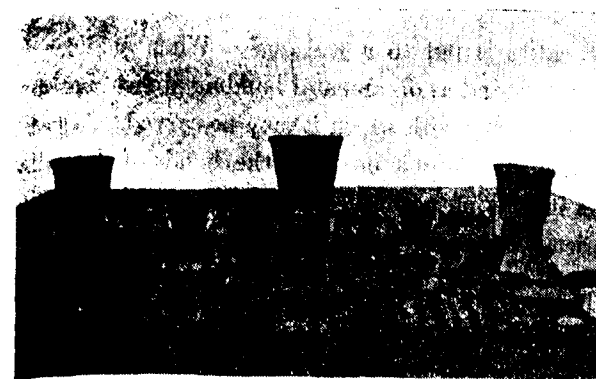
The only place where this noble metal has been extracted in quantity is Dhamavaram in Anantapur district. Since 1905 when work commenced 136,522 ozs. of gold had been extracted from the mines in this place but the output has largely declined during the last few years.

Gold is also known to occur in North Arcot and Wynad where extraction is not expected to be remunerative.

Gypsum

Hyderabad calcium sulphate.—It is a soft mineral found as white transparent crystals or fibrous or granular masses. Large deposits are found in Trichinopoly district near Uttatur.

Gypsum finds use as a fertiliser in agriculture and in the cement industry. Systematic work on the deposits at Trichy has been recently initiated.



Clay Products.

(By courtesy of the Commonwealth Trust Ltd.)

Iron Ores

Oxides of Iron.—Magnetite is the chief ore of iron found in the presidency. It occurs abundantly in Salem district, in Kanjamalai and in several other hills in the vicinity.

Though no industry has yet been started on the manufacture of iron and steel in the presidency, the potential value of these deposits is indeed great. The availability of cheap electricity in large amounts from the Metur power plant and the near presence of other minerals like chromite for the manufacture of ferro-alloys are important factors in favour of the inception and development of this industry. A notable handicap that yet remains to be overcome is the lack of coal or charcoal to act as reducing agent in electric smelting and of course an enthusiastic and capable capitalist.

Limestone

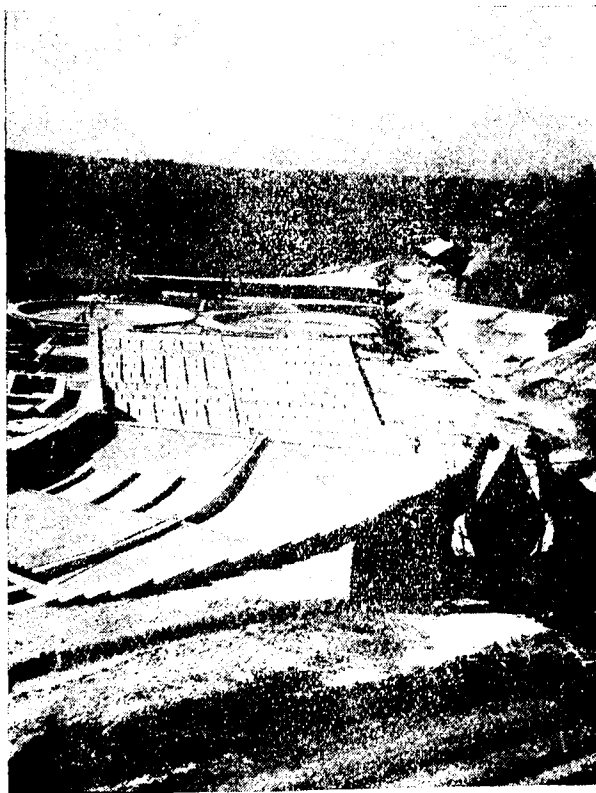
Calcium Carbonate.—Large deposits of both crystalline and massive varieties are found at numerous localities. Crystalline limestone is being worked in Coimbatore, Salem, Trichinopoly, Tinnevely and Vizagapatam districts. Good deposits are also known to exist in Kistna and Nellore districts.

Marble is found in Guntur, Tinnevely and Cuddapah districts.

The chief uses of limestone are in the manufacture of lime and cement and the presidency contains ample deposits for home consumption as well as for export.



Preparing Clay.



The Ceramic Works—Kundara (Travancore)

Magnesite

Magnesium carbonate.—Excellent deposits of magnesite occur in the well known Chalk hills of Salem district where they are worked by the Magnesite Syndicate, Ltd.

Magnesite after calcining, i.e., reduction to Magnesia or the oxide of Magnesium, is used as a basic refractory, in fire resistant Paints, etc. Caustic magnesia (containing some carbon dioxide) is used in the manufacture of Sorel cements, etc.

None of these commodities is being manufactured in the presidency, the raw material being exported abroad sometimes after light calcination.

Manganese ores (chiefly Oxides)

Ores of Manganese are found in Chipurupalli area in Vizagapatam district and in Bellary and Ganjam districts. Mining operations are carried on at these places.

Its chief uses are in the manufacture of ferro-manganese and other alloys for which purpose it is exported out of India.

Mica

Complex silicate of Magnesium, Aluminium and Potassium.—Extensive mining operations are carried out in the mica belt of Nellore district at Gudur, Rapur, Atmakur and Kavali taluks. The deposits are famous throughout the world. Excellent mica is available in abundance and is mostly exported as such abroad.

Mica is chiefly used in making lamp chimneys, phonograph diaphragms, for various decorative purposes, as lubricants, absorbent for nitroglycerine, etc.

The manufacture of these articles has not as yet been initiated in India where the demand for these materials is very great. Large quantities of mica in bits and shavings which are not exported remain as waste at the mining sites. These may be powdered and used in the manufacture of micanite with the help of suitable adhesive which also is available in the presidency. The mica deposits of Nellore district are perhaps the most valuable among the mineral deposits in the presidency and their value can be increased many times over by the development of industries utilising mica for the manufacture of the various products.

Steatite

A hydrous silicate of Magnesium.—It is a compact, often impure variety of talc with a soapy feel.

Deposits of steatite are known in Salem and Nellore districts.

Steatite is put to a wide use. When sufficiently hard it is used as ornamental building stones, because of the facility with which it may be carved. Locally it finds considerable usage at the hands of the villagers in making pots and other small utensils. White varieties are powdered to make 'French chalk.'

It may not be out of place here to mention the occurrence of certain minerals in the states of Travancore and Mysore which form part of South India and which have important bearing on the economic development of the province.



China-ware (Kundara)

Monazite

The largest deposits of monazite in the British Empire and probably in the whole world are found in the east coast of Travancore occurring as sands on the sea-shore. The monazite is found largely associated with zircon, garnet, ilmenite, etc.

Mica of the variety known as Phlogopite, a high grade variety, is being economically exploited in Punalur, 7 miles from Quilon and in Eranial taluq, South Travancore.

DO YOU KNOW ?

Which planet is nearest the Earth ?

Venus.

Which is the deepest part of the Sea ?

The Philippine Deep off the Philippine Islands—9,788 fathoms.

When is Twelfth Night ?

January 6th.

The origin of Gun Salutes

"They are a survival from early days when ships used to empty their guns on approaching a foreign port as a signal that they came unarmed. The curious point to note about 'Gun Salutes' is the odd number of rounds, 21, 101, 3 (which is the minimum).

Graphite occurs widely distributed but though of excellent quality suitable for the manufacture of electrodes, etc., has not yet found a market.

Clays

The best deposits of Kaolin in the presidency are found in Kundara about 8 miles from Quilon. An extensive ceramic industry sponsored by the State has developed at this place.

Mysore

The best known mineral deposits in this State are the valuable gold deposits at Kolar, the iron ores of Bhadravathi and chromite.

Information regarding many of the above mentioned deposits is at present very meagre as prospecting has not been carried out thoroughly in these places. The lack of enterprise hitherto, in the exploitations of these useful minerals may largely be attributed to this defect. It is imperative now than ever before, when regular supplies of finished products from foreign countries are falling off, that ways and means be found to make good this deficiency by starting production of such materials in the presidency itself and the first step in that direction is obviously a systematic survey of the mineral wealth of the province.

The smallest bird in the world

It is the humming bird. Despite its minute size the bird can fly as no other bird can. It makes a 500 mile non-stop flight across the Gulf of Mexico when migrating. The bird does not really hum, for the sound is produced by the rapid vibration of its wings, which accounts for its remarkable power of flight.

Who invented the first Submarine ?

Corudrius Van Drebel, a Dutchman in the service of James I of England was the first person to plan, build and navigate one.

As soon as you can say what you think and not what some other person has thought for you, you are on the way to being a remarkable person.

—Harris.

“OUR SCHOOL EXCURSION.”

(By A. D. Ignatius, B.A., L.T., Shiyali.)

IT may be said that in these days of quick travel by railways, people rush through countries and see nothing. But it is not the fault of railways.

The ‘Play Way’ looms large in the eyes of the modern educationist. We can have no doubt as to the educative value of an excursion. As he goes on travel he imbibes new ideas, and receives new impressions. Thus he associates pleasure with the process of learning. A carefully planned excursion rouses the boy’s curiosity, provokes his thought and enables him to make his bookish knowledge real to him. He learns to take a practical view of life and appreciates the worth of knowledge as related to practical life.

An excursion to Metur Dam *via* Trichy Fort and Salem was hailed as a capital tour. Ninety-four pupils, sixteen teachers and two peons left Shiyali on Saturday the 14th September at 5 a.m. On arrival at Mayavaram with admirable quickness and orderliness, our boys helped one another and themselves to empty the trays of Iddalies and Uppuma and Cups of Coffee. The journey from Mayavaram to Trichinopoly Jn. was pleasant. At Trichinopoly Jn. copies of the S.I. Railway Magazine were supplied.

Trichinopoly

We had our lodging in the spacious rooms of the Bishop Heber High School. The elderly members of the tour withstood the strain and showed that in spite of their years they were more young than their age seemed to indicate. The younger members could not lag behind for they did not like to be called ‘Old people.’ Green fields, cocoanut groves and plantain groves on the banks of those two big rivers, the Cauvery, and the Coleroon, revealed to us the beauties of Nature. We had a fine view of Trichy Town with its spectacular buildings, Churches and Temples surrounded on all sides with rich paddy fields. We went round the St. Joseph’s College and admired the beautiful buildings in which it is

housed. The trip to Srirangam was very much enjoyed. In compliance with our request the Railway authorities were kind enough to provide us with additional sleeping accommodation in carriages. We went to bed at Trichy Fort and woke up at Salem Junction on Sunday morning. The party left for Yercaud in two batches and also visited the Modern Theatres Talkie Studio and the Nursery Gardens.

Yercaud

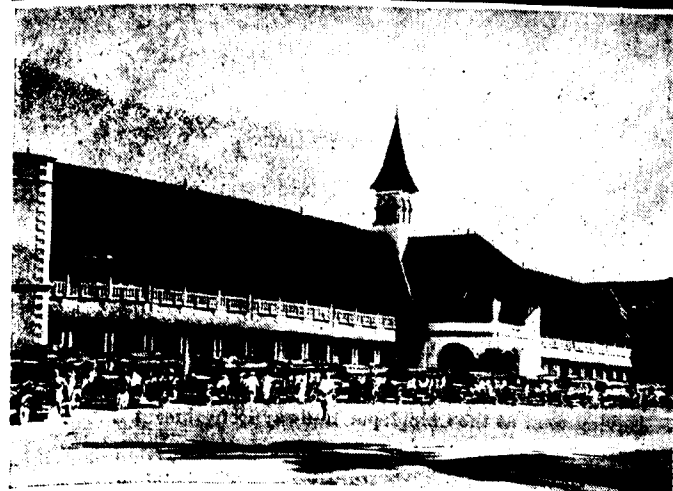
The trip to Yercaud was a unique experience to many of the members. The bus journey up the ghat section provided the members with plenty of thrills. The sharp, sudden, and endless turnings, filled their hearts with mingled feelings of joy and fear. The smiling fields, the rich woods, the mountains that are full of peace, the rivers of joy and the lakes have left a deep impression on our minds. We attended the London Mission Church at Yercaud; we saw the lakes, the gardens, Montfort School and the Convent. We walked to the ‘Lady’s Seat’. We do not know why it is called the ‘The Lady’s Seat’ but we found a lady sitting there. We had a look at the plains from the ‘Lady’s Seat’. The evening journey to Metur Dam was very pleasant after a busy day of sight-seeing.

Metur Dam

On Monday morning we saw the Dam, the drainage gallery, the garden, the fountains and the Hydro-Electric Power House. After midday meal we entrained for Salem Market. We spent the night in the carriage. We left Salem Market on Tuesday morning at 6 a.m. and reached Vriddhachalam at 11 a.m. The midday meal at Vriddhachalam was of the first order. The boys and teachers enjoyed the whole excursion very much. On our arrival at Shiyali we took our things half-heartedly from the carriages and walked to our homes slowly in a meditative mood thanking GOD for all HIS blessings throughout our journey.

EXCURSION TO CAPE COMORIN.

(395 Students and Teachers of the Hindu Theological High School, Madras, made their Ninth Annual Excursion from 18th to 25th December '40, visiting Tiruchendur, Trivandrum, Cape Comorin, Courtallam, etc.).



1. The special train in the Travancore Ghat.
2. Reception at Trichinopoly Jn. on Christmas morning when souvenirs were presented to Excursionists by Mr. H. J. Crane, Chief Commercial Superintendent.
3. Buses waiting to take Excursionists to the Cape.
4. At the Cape (The Vivekananda Rock.)
5. At the Courtallam Falls.
6. At Dinner.
7. Sri C. S. Bhaskara Iyer who catered to the Excursionists in the Travancore state.

Bouquets.

From the Principal, All Saints' S.P.G. Training School for Women, Puthur, Trichinopoly.

I feel I should like to accord you a word of appreciation regarding the excellent Transport and Mess arrangements you directed to be made recently when a party of thirty students and staff went on an educational excursion.

The itinerary was Trichy—Madras—Tirukalukundram—Seven Pagodas—Chingleput—Villupuram—Pondicherry and back to Trichy. Throughout we had a reserved carriage and ample accommodation at our disposal. We had excellent food provided at Chingleput and tea put up to take to Seven Pagodas and equally good meal on our return. We had also very good buses provided for our trip to Seven Pagodas from Chingleput.

We experienced courtesy and comfort throughout and shall be glad to patronise your excursion scheme for schools you have lately initiated.

From the Principal, C.S.M. Madras Girls' Day High School, Madras :

"With reference to excursion to and from Mahabalipuram on 24th January, 1941, this letter is sent to show our appreciation of and gratitude to the officers and employees of the South Indian Railway who made all arrangements and attended to our comforts to make the excursion successful.

The Railway staff attended personally to our food arrangement making it entirely satisfactory and first class in quality. Those engaged in the Indian

Restaurant were very obliging and scrupulously clean in their service."

From the Headmaster, Rajah's High School, Sivaganga :

"I wish to thank you and the staff of your Company for the kind help meted out to us during our excursion. The Station Masters at all places we alighted were very courteous and obliging.

From the Headmaster, Ramaswami Chettiar's Town High School, Chidambaram :

"I am thankful to you for the valuable assistance which you rendered to the party of excursionists from this school. The carriages were comfortable and the railway staff in the stations were helpful and considerate. At Chingleput, the catering arrangements were very good. This was particularly noticeable in comparison with the sort of food and service we had at Conjeevaram where we had to find our own arrangements. The bus owner who was engaged for taking the party to Mahabalipuram did satisfactory service and was helpful.

From our pleasant recollections of this trip and another which we had last year to Metur, we are contemplating a more extensive tour with a more numerous party in the next year."

From the Excursion Secretary, St. Mary's High School, Dindigul :

"I have very great pleasure in offering our heartfelt thanks on behalf of all the members of the excursion party for the great kindness and courtesy which you showed us in arranging our recent trip to Madras."



Students of the C. S. M. Girls' Day High School, Madras, made an excursion to Mahabalipuram.
1. Picnicking in Mahabalipuram. 2. Having food at the Chingleput Railway Refreshment Room.

AN APPEAL

BY

THE INDIAN RED CROSS SOCIETY.

Literature for our troops.

Between the covers of books there is, for the sick and wounded, a medicine which is pleasant to take. The curative value of the right kind of literature was long ago recognised by the Red Cross and St. John Library, and throughout the war they have been rendering invaluable services. Every hospital in England is supplied with books at the minimum rate of 3 per bed. In many hospitals there are trained librarians who make a point of seeing that every patient gets the book he wants. The special requests they receive are numerous and vary from Dickens to text books on conchology. It is the library's proud boast that no reasonable personal request is refused. The response to the demand in England has been wonderful and there are now over seventy-seven County Book Depots for the collection of books from the public and their transmission to hospitals. Many have to be in the languages of our Allies.

The following extract from a letter written from Egypt during the last war is more eloquent than many a lengthy appeal: "All we have to read here is a scrap of the advertisement page of the Daily Telegraph, which I picked up in the desert, and on it we saw that you sent books to the sick and wounded. Please hurry up and send us some."

There is also a great demand for Scrap Books for those too ill even to give their attention to magazines or papers. These were devised during the last war

by Mr. Rudyard Kipling and achieved instant popularity. The pictures are mainly humorous, and short stories and poems in large print are also included.

But it is not only for the sick and wounded that the appeal for literature is being made. The healthy troops too have need of relaxation. They too need help in passing the time when in foreign countries far from their homes and families. Prisoners of war too must look forward eagerly to the books they receive from home and many of them are turning their enforced captivity to good advantages and are studying special subjects.

The greatest demand is for light reading matter and pocket volumes are especially useful as they are light to handle, easy to repair, and take up very little space. Illustrated papers and magazines in good condition are also extremely welcome. All books and magazines are, however, gratefully received, as in many cases these can be sold and suitable literature bought with the proceeds.

Throughout this war there has been a very large demand for reading matter in nearly every language in the world. Thus everyone can do his bit in the pleasing knowledge that somewhere someone's day will be brightened by the sight of a book in his mother-tongue.

HIS MAJESTY'S CHRISTMAS MESSAGE.

Remember this, if war brings its separations it brings new unity also, a unity which comes from common perils and common sufferings willingly shared; but of all this suffering there is growing a harmony which we must carry forward into the days to come when we have endured to the end and victory is ours.

A Few Examples of Misleading German Broadcasts.

The true state of the blockade position as between Britain and Germany could hardly be illustrated than by the pride and jubilation of the Berlin radio (December 12) at the safe arrival in a German harbour of—One German Ship (Heligoland).

It is news if one of the thousands of British ships that sail the seven seas meets with disaster. In Germany it is news if a single ship gets home.

Haw-Haw on Navigation

Nothing arouses Lord Haw-Haw to greater fury than the British refusal to crack up under indiscriminate and murderous bombardment from the air. On December 17, in the course of a vicious personal attack on Lord Cranbourne for delivering a Christmas-tide address in the Church of St. Martins-in-the-Fields (which itself has suffered from Hun bombing), Haw-Haw professes himself unable to understand why the British people, instead of talking about peace, stupidly prepare themselves to endure even greater trials.

Says Haw-Haw: "A ship's company has good justification for standing by an injured vessel when there is reason to suppose that it will not go down; but if the pumps prove useless and the water rises unchecked, if the captain can hold out no reasonable hope of saving the ship, it is an act of lunacy not to take to the boats."

Since Haw-Haw is obviously an expert in the technique of abandoning ships, perhaps he will tell a puzzled world just why the crews of German vessels caught by the enemy invariably scuttle their craft and take to the boats—often before any damage had been done to the ship itself? Can it be that the Germans (unlike the British) have no confidence in "the captain"—either of the ship or of the ship of State?

Dr. Goebbels loses his memory

The Berlin radio is very angry with the *New York Times* because it "hopes its readers are going to believe that Germany lost 80,000 men in an attempt by the British forces to set German boats on fire." This "fantastic report" as Berlin calls it, doubtless

refers to the decisive smashing of Hitler's September invasion plans by the R.A.F. in the middle of that month, when many thousands of picked Nazi troops perished during the bombing of the North Sea and Channel invasion bases. "The editorial staff of the *New York Times*," bleats the Goebbels gramophone, "should not overlook the fact that if the British forces had scored this success, the British propaganda, which is prone to over-statements, would have been only too pleased to draft an official report. It would have been invaluable as a tonic to British morale."

What the editorial staff of the Berlin wireless has evidently overlooked is that the British Government—so far from shewing itself "prone to overstatement"—waited for close on a month before endorsing the story of the German defeat during the week of September, 14-15.

The first reports of what had happened at the Nazi invasion ports during that critical week-end came from neutral sources, and the British authorities devoted several weeks to checking up on the story before they themselves issued a statement. But Berlin is right in suggesting that the official report would be a tonic to the British people; it was.

"Italy's Libyan troops are only waiting for Marshal Graziani's orders to teach a new lesson to the British" (—Italian broadcast in Arabic on December 10 when six thousand Italians including a General had been captured and another General killed).

"Italy has always desired to found a big empire Now at last she is succeeding in founding a lasting Empire."

Many Inventions

Not content with inventing "secret weapons," the Nazis have now started inventing—men. Their latest invention is "Mr. Babu Lal." And since one invention leads to another they have also invented a new office in the Congress Party—that of Vice-President. Mr. Babu Lal, we are told, is the Vice-President of the Congress and he says, "that India is participating in the war against the wishes

of the people." Modesty further makes the Nazis attribute these inventions to an American paper which itself may again be the invention of the Nazi brain.

It is significant that this item was broadcast in Arabic (December 16) and not in Hindustani. This is a favourite Axis trick. On November 18 they broadcast, in Arabic only, the story of an imaginary riot in Sindh and on October 13 in Hindustani only the story of imaginary anti-British demonstrations in Egypt. On a previous occasion they reported in Arabic the story of an imaginary clash in Bombay between Indian and British soldiers but said nothing about it in Hindustani.

Sweden condemns "Nazi Order."

The Nazis threaten the Danish people with exclusion from the "New Order" if they show "any inclination towards Britain," and put this threat in the mouth of an unnamed Danish paper (December 18). These attempts to boost the "New Order"

are as pathetic as they are persistent. Those neutral countries which are not afraid of Nazi bullying have already made up their minds about the system of German oppression which the Nazis euphemistically call the "New Order." Speaking on December 18, in Sweden, the Foreign Minister, M. Unden, said that the "New Order" and "division of living spaces" envisaged in the Axis Pact have no attraction for Sweden and other small countries.

This new order, he said, meant that small nations would be placed in an indicated space and would lose their independence. Even the industries of small States would be controlled and directed to suit the great powers. A durable peace could not be made, said M. Unden, by a partition of the world along the lines which made small States pauper inmates of the living space of some great power. This candid expression of opinion is all the more remarkable in view of the fact that Sweden is within arms reach of the Nazi bully.

(—From *Puducottah State War Information Bureau*).

The March to Victory.

Philosophy of the Brute.

Nazism is not a new philosophy. It is merely the present-day expression in political terms of an attitude to life which has been held by brutal men in every age. What is new—the one thing that's new—is that the brutal men of this age have modern science to help them.

—W. A. Sinclair.

Tribute to R. A. F.

Never in the field of human conflict was so much owed by so many to so few.

—Churchill.

I will tear down the figure of the wolf erected by the Italians in Addis Ababa and in its place will reinstate a white marble statue of the Lion of Judah.

—Emperor Haile Selassie.

That Germany's forces will be defeated, I have no doubt, but the task is likely to be long and strenuous and to succeed in it, we shall want every man and all the material we can get.

—H. E. Sir C. Auchinleck.

Free peoples are again co-operating to win a free world and no tyranny can frustrate their hopes. Those who now suffer and die in this effort do so for the common good of the free peoples of the earth who shall follow after them and who with the help of God shall build from these sacrifices a citadel of freedom so strong that force may never again seek its destruction."

—Winant.

Lives of nations are determined not by count of years, but by the lifetime of the human spirit.

—Roosevelt.

“When Gods Despised Doctors”.

SAGE Chyavana, son of Bhrigu Muni lived a life of penance on the banks of the sacred Narmada. With the passing of years an ant-hill grew around and over him and only two holes could be seen through which his bright eyes sparkled.

Sukanya, the beloved and beautiful daughter of King Saryathi disporting in the riverside with his Queens and Royal retinue, strayed far in quest of fruits and sweet smelling flowers and came upon the ant-hill within which was the sage. Unaware of the doom she was inviting on herself and her kingdom, in mere playfulness she pricked the glowing eyes in the ant-hill. Little did she know that she had blinded a sage, nor did she hear his feeble protests.

A sage cannot be thus injured without dire consequences. The royal camp was soon in the throes of insufferable pain and suffering. The King shrewdly guessed at the injury to the sage but knew not the miscreant until fair Sukanya on her return told him of her innocent act.

Saryathi thereupon fell at the feet of the sage, begged for forgiveness and promised expiation. But old Chyavana would not relent unless the young Sukanya married him. Sukanya, penitent for her misdeed, married the sage to the great relief of the King and his men.

Sukanya became a devoted wife and neither his age nor form disturbed her happiness and mental tranquillity, until the Aswins (the celestial twins) saw her immaculate form and beauty. When they learnt of her old and hoary spouse they said :

Aswins : “Thou art young and beautiful. Your husband is old and decrepit. Neither support nor pleasure can you derive from him. Why then waste your youth on him? We are the celestial twins famed for beauty. Marry either of us.”

Sukanya : “Thank you. I am content with my lot. My husband is my God.”

Aswins : “We like your sentiments. Know us to be the celestial physicians. We will rejuvenate



your husband and confer on him youth and beauty but only on one condition. Your husband will be transformed but will resemble us both in all respects and you must then exercise your choice from amongst us (three).”

Hearing this, Sukanya sought counsel of her lord and agreed to the proposal. The Aswins and the sage thereupon dived into the waters of the lake near by simultaneously and emerged with youthful forms all alike. With one voice they besought her choice.

Sukanya prayed to her lord and made her choice truly, and Chyavana’s joy knew no bounds.

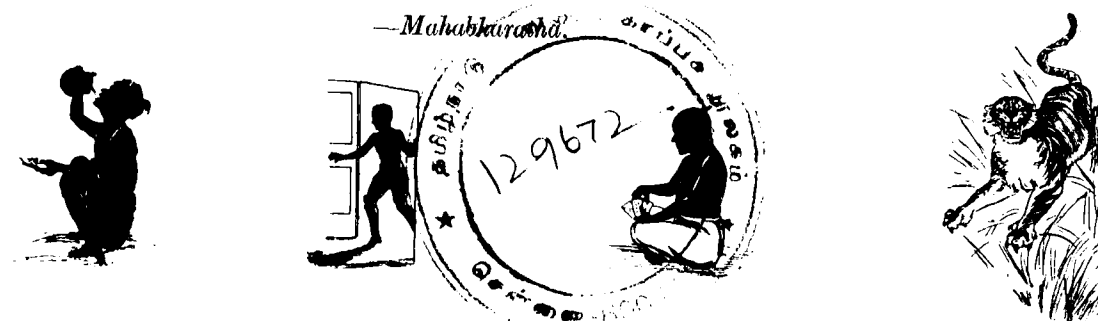
Chyavana : “I am grateful to you, Aswins, and let me do you a good turn. I learn you are despised by the Devas because you deal in the art of ‘Healing’. I shall set this right.

Chyavana then performed a great sacrifice with the help of King Saryathi but when at the proper time he called out the Aswins and proffered them the offerings, Indra, the Lord of the Devas, was furious.

Chyavana said to Indra : “I can see no difference between you and the Aswins. In fact I consider the Aswins superior to the other Devas ; for they have wrought a miraculous cure which none of you could perform. Why then do they not deserve the offerings.”

Indra : “The Aswins are but physicians by profession and heal the mortals.”

Enraged Indra threatened Chyavana with the “*Vajrayudha*”. But there arose a Being of terrific aspect from out of the sacrificial fire armed with deadly weapons to kill Indra. The Great Indra quailed before this “*Madha*” and begged forgiveness of Chyavana. The Aswins were then accorded their true rank and respect among the Devas. Chyavana recalled the deadly monster “*Madha*” who was then deputed to inhabit Drink, Debauch, Dice and Hunting.



Puzzle Corner.

1. A man is standing on a swiftly moving train. He jumps vertically upward, a height of 4 feet in one second, while the train is in motion at the rate of 30 miles an hour. Where does the man land?

2. Two Clubs were formed. The first had 15 members and it was agreed upon to dine four at a time, until all possible combinations had been formed.

The second club consisted of 21 members and dined in groups of three at a time until all possible combinations had been formed. Which group served more dinners and how many more?

3. How can you say at first sight that a particular number is divisible by 33—e.g., 48048?

4. A word square

1. Lower deck of a vessel (Naut).
2. Composition in verse.
3. Stringed Instruments of harp class.
4. The last, The end.
5. German East African Coins.

5. Some word

There is a common word in the English language, the first two letters of which signify a man, the first three a woman, the first four a great man, and the whole a great woman. Which is the word?

The Pallava Caves, Trichinopoly.

(By L. N. G.)

AFTER Christ, India witnessed three important eras of cultural perfection, the Asokan and the Guptan civilisations in the North and the Pallava civilisation in the South. The Pallavas in the 7th century greatly patronised art and architecture. The cave temples at Rock Fort in Trichinopoly are of Pallava origin. There are two caves in the Rock, the upper and the lower. The sculptural work of the upper cave situated below the Rock Fort Temple belfry and facing south is considered better than the lower one, and shows the expert workmanship of the artisans of those forgotten times. These were cut out of the rock during the reign of Mahendra Varma (600-625 A.D.)

The Upper Cave

The facade of the caves are supported by pillars of special shape. They are about 11 feet high and 2 feet at the base. The upper and lower thirds of the pillars are cubical while the middle is octagonal. At the east end of the hall there is a shrine.

The cave contains statues and inscriptions. On the west wall of the hall is a fine piece of group statuary. The central figure is Siva with four arms. The right upper arm holds the little figure of Ganges who, according to mythology once threatened to deluge the whole world; the right lower arm holds a serpent which twists over towards the left shoulder as if it were his *Yagnopavitham* (sacred thread). On the left upper arm is a rosary, while the lower arm rests on his hips. The right foot is slightly bent crushing a dwarf while the left stands erect. Four *Rishis* (Saints) kneel about him to sing his praise while there are two *gandharvas* with hands raised in supplication. The pose of all the figures is exceedingly beautiful, and the panel highly exquisite.

Besides at each side of the entrance to the shrine are *Dwarapalakas* or Guardians skilfully scooped out in bold relief. The guardian is leaning on a huge club and facing the visitor aggressively. It is said that this cave was used as a magazine by the British.



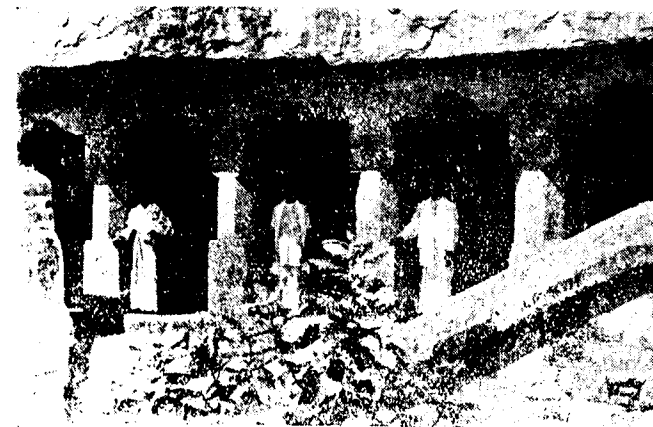
The Upper Cave.

The Inscriptions

The inscriptions are in Sanskrit and Tamil. There are as many as 104 stanzas in Tamil, but the Sanskrit slokas are few. On the front side of the pillars are engraved the several titles of Mahendra Varma, in Sanskrit, Tamil, old Telugu, etc. Sanskrit inscriptions in Pallava grantha characters are carved on the walls. It is an early specimen of South Indian writing. On the two pillars to the left and the right, inscriptions of a later date are found. On each of these pillars four Sanskrit verses have been inscribed. On the lower part of the left pillar are found a few unintelligible words and a much defaced inscription in old Tamil. The inscriptions carved on the northern wall have literary merit and eulogise the beauties of the Cauvery, the temple, the apprehensions of Parvathi that Siva might fall in love with Cauvery and also the reason of Parvathi's coming over here from her father's house.

The Lower Cave

The lower cave temple is designed in the same way as the upper one. But here we find a greater number of figures in a variety of poses. The hall possesses two side chapels. There is an image of Vishnu in the eastern chapel. The group statuary in this cave temple has figures of Brahma, Durga, Surya, Siva and Ganesa. These caves with their figures and inscriptions feast the eye of the visitor. The serenity of pose and expression of the figures are striking.



The Lower Cave.

The lower cave temple seems to be later in date than the upper one and is incomplete. The signatures of three individuals are engraved in one of the pillars. The engraving seems to be of the 13th century having regard to the style and formation of the letters in the engravings. Who the signatories are, is still not known. The two caves confirm the story of Appar's conversion of Mahendra Vikrama Varma from Jainism to the Saivite faith.

"Our little systems have their day,
They have their day and cease to be,
They are but broken lights of thee,
And thou, O Lord art more than they."

— (Tennyson).

Out Station Notes.

NEGAPATAM.

Robinson Railway Institute.

The Season's Tennis, Singles and Doubles Tournaments were conducted as usual this year by the Robinson Railway Institute in the Tennis Court attached to the Institute. A fairly large number of teams participated. The matches were interesting and largely attended.

Sri A. Ganapathy Pillai and Dr. P. M. Chockalingam Pillai were the winners and Messrs S. Subramanya Sastri and T. Narayanasamy Pillai, the runners-up in the Doubles. In the Singles, Messrs. A. Ganapathy Pillai was the winner and T. Narayanasamy Pillai the runner-up.

Mr. A. R. Edington, Superintendent of Stores and the President of the Institute, distributed the prizes and congratulated the prize-winners on their success and appealed to the members to take a keen interest in Sports.

Sri K. V. Venkatrama Iyer, Vice-President of the Institute, proposed a vote of thanks to the President.

TAMBARAM.

Literary and Debating Society.

Two meetings of the Literary and Debating Society, Tambaram, were held during the quarter when the following lectures were delivered :

1. "Some Problems of Labour" by Sri Natarajan, B.A., under the Presidentship of Sri Ramamoorthy, M.A., on 10th January, 1941.

2. "Karnataka Sangeetham" by Sri K. V. Ramachandran under the Presidentship of Sri Ayyasamy on 7th February, 1941.

The meetings were well attended and many members participated in the proceedings. The Billiard Table is becoming increasingly popular. The membership subscription has been raised from Re. 0-8-0 to Re. 1 having regard to the increased amenities of the Club. The members of the Sports Club are very grateful to the services rendered by Sri Ayyasamy Iyer by promoting its interests in several activities. The Cricket Team of the Club played several matches with the Christian College Team during the quarter.

The Drivers' Club, Tambaram.

The Drivers' Club is unique in several respects. Membership is open to drivers and relieving drivers only and almost all the eligible men are members of the Club. It has varied activities.

At the General body meetings of the Club which are usually held once in two or three months, several subjects are discussed. Every accident and failure is discussed threadbare and members are advised of the ways and means to prevent recurrence of

such accidents in future and of the prompt action to be taken in case of failures on rolling stock. Doubts regarding interpretations of rules are raised by members at these meetings and if these prove insoluble after a full and free discussion the authorities are addressed to clarify the points.

The Drivers' Club always aims at loyal co-operation with the administration in all measures towards the safety and efficiency of the Service and it is ever ready and willing to exert its best to give full satisfaction to the travelling public.

(a) On 3rd January, 1940, the Club conducted a New Year Social Gathering when Mr. R. D. Walter, the Electric Traction Engineer and Mrs. Walter were the honoured guests of the day.

(b) At a meeting of the Club held on 15th September, 1940, a resolution condemning vehemently the attack by the Nazi bombers on the Buckingham Palace and congratulating Their Majesties on their providential escape was passed and issued to the Press and the News Agencies for favour of publication.

(c) On 17th November, 1940, the Drivers' Club conducted a poor feeding at Tambaram when about 240 really deserving poor people including several Harijans from the adjacent villages were fed. Food was also sent to about 50 orphans of the local Convent School. Cooking and serving the food were done throughout under the direct supervision of the members of the Club.

(d) At a meeting held on 8th December, 1940, the following resolution was passed and communicated to the two gentlemen concerned who acknowledged the same in suitable terms :—

“ This meeting respectfully offers its congratulations to C. A. Muirhead, Esq., and J. F. C. Reynolds, Esq., on their new appointments and prays to Almighty to shower His choicest blessings on these gentlemen who are always noted for the utmost kindness and generosity in all their dealings with the staff ”.

(e) Another resolution passed offered the fullest co-operation of the Drivers in all measures taken in connection with the A. R. P. and expressed the

unanimous feeling of the members that they deemed it a great privilege to be working in the midst of all restrictions, inconveniences and possible risks in the larger interests of the Nation and the Empire.

(f) The Club is building up a Library of its own of literature of general interest as also of particular use to railwaymen.

On and from 14th May, 1940, the Drivers' Club has been affiliated as a member unit of the Central Council of S. I. Ry. Labour Union, Golden Rock and as such enjoys virtual recognition at the hands of the administration.

The Drivers' Club in no small measure contributes to “ Speed, Safety and Comfort ” which the Electric trains have so deservedly earned. Will it be too much to expect that there will be more of such spontaneous growth of Workers' Clubs which will place “ Service and Sacrifice ” before everything else ?

TINNEVELLY.

Railway Reading Room

The tennis enjoyed at the Club has had to be temporarily suspended as tennis balls are not procurable and the prices are exorbitant.

The Agent and General Manager was kind enough to sanction a small extension to the Reading Room premises and this will relieve the congestion to some extent.

VILLUPURAM.

Bala Bharatha Scout Group Excursion

Nine Scouts and four Cubs of the Bala Bharatha Scout Group under the care of the Group Scout Master, Cub Master and a Rover of the same Group started on an excursion to Madras on the 28th of December, 1940.

On arrival at Madras on the 29th morning we were taken to Rajarajeswari Patasala, Mylapore, where we had to stay. The Officers of the Shivaji Scout Group had obtained permission for us to visit the “ Hindu ” Office and the Madras Pencil Factory. We visited the Museum and the Connemara Library at Egmore, Moore Market, Central Station and Triplicane Beach. A batch of six Scouts were

taken to the “ Hindu ” Office and shown round the ‘ Kasthuri Buildings.’ We visited Adyar. After meals at the Headquarters we started to Washermanpet to visit the Star of India Pencil Factory. The People's Park and the Zoo, the High Court Buildings and the Light House were also visited. Our boys also took part in the camp fire arranged at the Shivaji Headquarters. Our Scouts learnt many things concerning Group Organisation and management from the City Scouts. On the afternoon of the New Year Day we paid a visit to the Aquarium and on our return visited Wenlock Park and the Boy Scout Association Headquarters.

Trip to Mahabalipuram

The Officers of the Shivaji, Gowthama and Pratap Scout Groups gave us a hearty send off and followed us up to the jetty; fresh water and provisions for the trip to Mahabalipuram were already furnished for us in the boat itself. At 8 p.m., we bade farewell

to Madras. On the way a halt was made for about half an hour to enable the boys to get on shore. At about 10 a.m., the next day we reached Mahabalipuram. We had indeed a very pleasant trip in the boat through the Buckingham Canal. The rest of the day and the next morning were spent on sight-seeing at Mahabalipuram. On the 3rd morning at 8 a.m., we started to Tirukalukundram. We were just in time to see the birds at Tirukalukundram. We reached Chingleput at 4 p.m. Sri Mariadas, Divisional Organising Commissioner of the Boy Scout Association, paid us a visit. We then started by the Trichy Parcel Passenger for Villupuram.

The excursion has been really useful to the boys by way of improvement of general knowledge and scout craft. They had a good experience of outdoor life. The cost of the excursion worked up to only Rs. 5-14-0 per scout and Rs. 5 per cub.

Students' Excursions.

We have received interesting reports of Excursions organised during the quarter by the following Institutions :—

Name of the Institution.	Places visited.	Distance.
(1) The Islamiah High School, Melvisharam.	Chidambaram, Negapattam, Nagore, Tanjore, Trichinopoly, Madurai, Courtallam, Trivandrum, Cape Comorin, Quilon, Alleppey (backwaters) Cochin, Ernakulam and Ootacamund.	Miles. 1,500
(2) Sri Kanyakaparameswari Devasthanam School, Madras.	Chingleput, Gingee, Tiruvannamalai, Pondicherry and Chidambaram.	500
(3) Sabapathi Mudaliar High School, Shiyali.	Madurai, Courtallam, Trivandrum, Suchindram, Cape Comorin, Tiruchendur and Tinnevely.	1,000



The Jack Tree—Malabar.



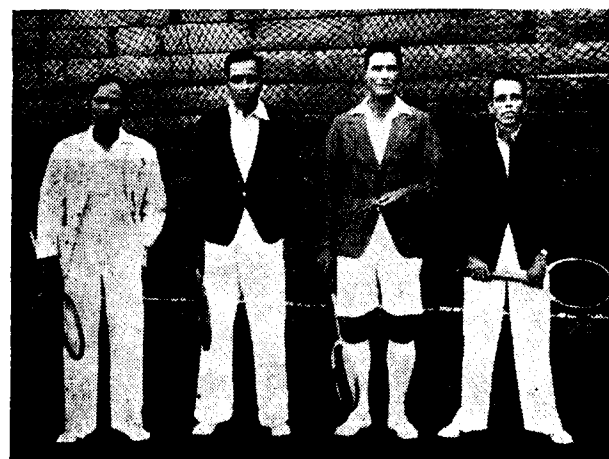
SPORTS NEWS

Tennis

The Inter-Institute Tennis Tournament commenced on 4th January, 1941 and concluded on 12th January, 1941. There were 13 entries for Men's Singles, 16 for Men's Doubles and 9 for Mixed Doubles.

Singles.—Mr. D. Pears of Madura Institute beat Mr. Ramachandran of the Podanur Institute in the Final in 3 straight sets.

Doubles.—Messrs. B. A. Rose and D. Pears of Madura Institute beat Messrs. J. P. Devaraj and Satyanarayana Rao of Sports Club, Tambaram, by three sets to one.



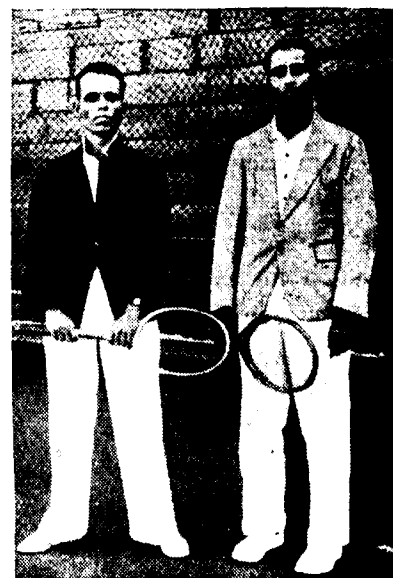
Tennis—Doubles, Runners up and Winners.

Mixed Doubles.—Miss B. Birtch & Mr. D'Monte beat Mrs. & Mr. Mirchandaney in the final of the Mixed Doubles.

The "Gaby" Challenge Cup for proficiency in out-door games was won by the "Ormsby" Institute, Trichinopoly Fort, for the third year in succession.

The Madras Olympics

The Madras Presidency Olympic Sports were held on the 14th and 15th February, 1941, at the Y.M.C.A.



Tennis—Singles, Winner and Runner up.

College of Physical Education Grounds, Saidapet, Madras. 19 men were sent from the Railway this year as against 16 in the previous year. Though our men shaped well the M. & S. M. Railway won the Championship as our men did not secure many points in the long distance events. Special mention must however be made of Mr. P. E. Rodrigues who came out first in the 100 Metres, and 200 Metres race and Mr. E. Pell in the 200 Metres Hurdles race and the Long Jump.

Golf

The Muirhead Cup and Bowl. The Annual Golf Competitions conducted by the South Indian Railway Athletic Association for a Cup and a Bowl presented by Mr. C. A. Muirhead, C. I. E., were played on the 8th and 9th March, 1941 and the subsequent days.

The "Muirhead Cup" was won by Mr. M. T. Osborne Jones and the "Muirhead Bowl" for ladies was won by Mrs. H. E. Thompson. In this connection it will be interesting to note that at the end of the



Mrs. H. E. Thompson & Mrs. H. C. Hodgson.

prescribed two rounds Mrs. Thompson and Mrs. Hodgson tied for premier honours and that the play off, the day following, also ended in a tie. The tournament finally concluded after a second play off round when Mrs. Thompson won with a score of 42.



Mr. M. T. Osborne Jones & Mr. H. E. Thompson.

Donation to the War Fund.

The winners have decided that the replicas for the above Cup and Bowl should not be purchased but that the amount kindly given by Mr. C. A. Muirhead, C. I. E., for their purchase, should be donated to the War Fund.

Final Results.

"MUIRHEAD CUP"—1940-41.

NAMES.		1st Course.	2nd Course.	Final Total Score.
1.	Mr. M. T. Osborne Jones ..	79	82	161
2.	„ H. E. Thompson ..	81	84	165
3.	„ C. Middleton ..	87	84	171
4.	„ H. A. Reid ..	86	88	174
5.	{ „ A. G. Head ..	92	85	177
	{ „ T. L. Shield ..	87	90	177
7.	„ C. R. Martingell ..	86	92	178
8.	„ A. E. Hunwick ..	88	No return.	..
9.	„ L. T. Hockley ..	90	No return.	..
10.	„ R. Beveridge ..	No return.	No return.	..

"MUIRHEAD BOWL"—1940-41.

NAMES.		1st Course.	2nd Course.	Final Total Score.
1.	{ Mrs. H. E. Thompson ..	43	44	87
	{ „ H. C. Hodgson ..	43	44	87
3.	„ M. T. Osborne Jones ..	44	44	88
4.	„ J. F. Wright ..	48	48	96
5.	„ G. W. O. Moore ..	50	47	97
6.	„ H. A. Reid ..	49	53	102
7.	„ L. T. Hockley ..	52	51	103

1st tie replay on 10-3-1941 at Golden Rock Course.

Mrs. H. E. Thompson ..	43
„ H. C. Hodgson ..	43

2nd tie replay on 12-3-1941 at Trichy Club Course.

Mrs. H. E. Thompson ..	42
„ H. C. Hodgson ..	43

A Unique Golf Competition.

FOR the past number of years the regular Caddies, or Golf Chokras as they are usually called, have an annual competition at the Trichinopoly Golf Club. This competition is as much appreciated by the spectators as by the Caddies themselves. The competition is a medal round, the bigger boys play 12 Holes and drive off the Men's tees, and the smaller ones play 9 Holes and drive off the Ladies' tees.

It is remarkable how these Chokras learn to play Golf, and how keen they are. One can see them practising in the early morning, and in the evening when they are "Off". They have made a couple of so-called browns for putting practice. They are not allowed to play on the Course proper especially on the Browns. It is noticeable during the competition that their weakness is putting.

When you think how difficult it is to play the game at all well yourself, with the best selection of Clubs, it is astounding how these Caddies play so well with the varied assortment of Clubs they collect—a piece of stick or short bamboo with an old head of an Iron or Mashie nailed on to it is used by quite a number of them. Others have been given old wooden shafted clubs by members, and these have

been cut down—apparently a grip is not required in many cases. Some of the luckier ones are lent clubs by the members, but these are usually too long. They certainly get some excellent shots with them.

Another characteristic is the way these Caddies copy the members. This is not the time or place to make any comments on the various members' styles, they may be good or they may be unorthodox, but all the same, you see some perfect imitations on the Tee, through the Fairway and on the Browns.

The match is played in the early morning on a holiday or a Sunday. The players are drawn for and a member keeps the score for each Caddie. Others walk round and each Caddie has his particular admirers who also walk round and watch. One of these usually Caddie for the Caddie, and although his Caddie has only one or two clubs he is intent on the game and as anxious to win as the player himself.

This year the match was played on Sunday, January 12th, at 7 a.m. Seventeen entered. Six were big boys who played their twelve holes off the Men's tees, and eleven small boys played their nine holes off the Ladies' tees. The bogey for the course which is 12 holes is 46, and 35 for nine holes. Two of the big boys tied for first place with a score of 52 each. The second and third scores were 56 and 60 respectively. The winner amongst the small boys played an excellent round of 38, and if he had not missed two easy putts on the 3rd and 7th Browns he would have been one over bogey for the nine holes. The second and third scores were 41 and 43 respectively.

The prizes were given away by Mrs. Reid, the Chief Mechanical Engineer's wife, assisted in the vernacular by the District Superintendent of Police. The Club Maistry garlanded the members who were present, and after the presentation of prizes there was a scramble for annas in a bunker near the Club House.



Caddie's Golf—The Start.



The referee.



Prize Distribution.

South Indian Railway Athletic Association Annual Sports

Two special features of this year deserve mention. The subscription of the Officers at headquarters which used to be spent for an 'AT HOME' during this occasion was donated to the War Fund as a special contribution for the purchase of "Air Craft", and Parchment Certificates of Merit were given away to the winners in the various events in the place of the usual cups and medals. The Championship Shield was won by the "Ormsby" Institute, Trichinopoly Fort, which secured 76 points and this is the first time that an Indian Institute has won this distinction.

The Annual Sports Meeting was held on the 17th and 18th January, 1941, under the presidentship of Mr. J. F. C. Reynolds who spoke as follows:—

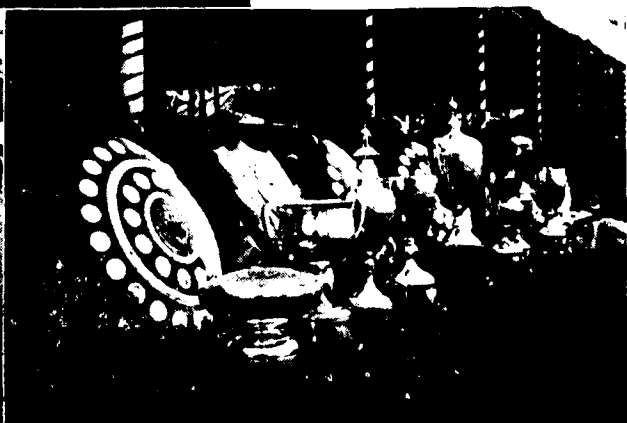
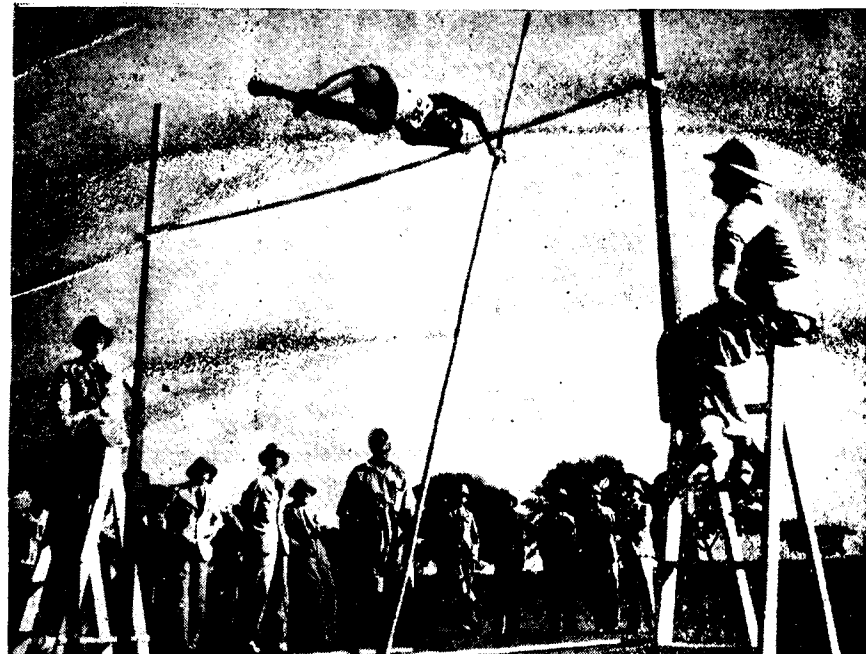
"I have great pleasure in welcoming you all here this afternoon on the occasion of the Annual Sports held for the 15th year in succession under the auspices of the South Indian Railway Athletic Association.

Before saying anything further there is one matter of personal interest to us all upon which I feel I must touch, which is Mr. C. A. Muirhead's departure three days ago from India. I wish that this meeting could either have been held earlier or Mr. Muirhead's departure could have been delayed so that he could have been present. Mr. Muirhead's interest in, and appreciation of the value of, the whole field of Sports' endeavour is too well known to require any further mention by me; but, while this is so, I do feel that this occasion cannot be allowed to pass without our placing on record all that Mr. Muirhead has done for our Association. I would like also, on behalf of the staff as a whole, to congratulate him on the well-merited award

of a Companionship of the Order of the Indian Empire, and also wish him all success in his new sphere of endeavour as a Director of our Company and above all things a safe voyage Home.

There are now two matters upon which I would like to touch, one being the fact that no "AT-HOME" has been held this year, the other that parchment Certificates of Merit are to take the place of the usual Cups and Medals. The 'At Home' always given by our Headquarter Officers has, I think, been a distinctive feature of this annual gathering, and I regret that circumstances this year should have been such as to preclude our being 'At Home' to the Officials and Non-Officials of Trichinopoly and elsewhere as heretofore. It was felt, however, that the amounts which in the ordinary way would have been devoted to the running of the usual 'At Home' would, under existing war conditions, be better employed as a donation to the District War Funds and be earmarked for the purchase of Air Craft for use overseas. Much the same considerations were behind the decision to substitute certificates for the usual prizes; it was considered to be anomalous that at a time when people are being asked to contribute to the collection of trinkets in aid of War Funds, a number of silver cups should be presented at this meeting. I trust, and we are all at one in this respect, that conditions will have so changed by the end of the present year that we will be able to revert to customary practice in these two respects at our next meeting.

While I do not propose to review here the various activities of our Association during the past year—this will be done by the Honorary Secretary in his Annual Report—there are two or three matters which I should like to mention. The first is the achievement



of our Athletic Team in carrying off last year, for the third year in succession, the Championship Cup at the Madras Olympic Sports. I feel we may take pride in this as a notable achievement, and that the Athletic Team is to be congratulated accordingly. The second notable field of success was that in the Finals of the Madras Olympic Boxing Competition our team distinguished itself by winning all the bouts in which it took part. C. A. Pereira of this Railway was adjudged the most scientific boxer in the competition. Our Boxing team has been invited by the War Assistance Committee of the Eastern Bengal Railway to participate in an All-India Tournament which is being organised by them in aid of War Funds. We are well known for our success generally in the boxing field, and in expressing my certainty that any team which we may send to take part in an All-India Tournament will acquit itself creditably, I should like to take this opportunity of drawing attention to all that has been done for Railway Boxing as a whole during recent years by Mr. Sidney Smith.

A further notable field of endeavour is the winning by V. R. Freer of the All-India Billiards and Snooker Championships held in Calcutta recently. I take this opportunity of congratulating Mr. Freer very heartily on an achievement which brings him to the top rank of Billiard players in India.

A further point which I would like to mention is that in the Inter-Railway Tennis Tournament—which was revived after some years—our Railway beat the Nizam's Railway in the match for the southern group, but were unfortunate in losing to the East Indian Railway in the Semi-Finals at Delhi. While it is both unusual and unsporting to try to explain away defeats of this sort, I do feel that our players were handicapped in some measure at least by the grass courts to which they were entirely unaccustomed.

Creditable as our efforts during the last year may have been I feel strongly that our players would have done still better if they had received a greater measure of support and encouragement from not only the staff but also the officers. There has been a notable decrease in attendance at matches and in stating that it would give me personally much pleasure to see a greater measure of interest taken in our sporting events generally, I would like to remind both Officers and the Supervisory staff that a sympathetic and constructive interest in the welfare of the staff as a whole—not only may I say in the field of sports but also in the whole field covered by the staff welfare and recreation—is as much the

Loyalty.

If you work for a man, then in Heaven's name work for him. If he pays you wages that supply your bread and butter, work for him; speak well of him; stand by him and stand by the institution he represents.

If you must vilify, condemn, and eternally disparage, why not resign your position? But as long as you are part of the institution, do not condemn it.

People who appreciate life and its blessings usually are given most to appreciate. It is the person who likes to pat dogs to whom dogs come for pats.

Tom Dreier.

However often the optimist fails, in the end he will succeed; because he has faith, and faith opens all doors.

duty of every one of us as the official duties which we perform in our offices and elsewhere.

In conclusion, I would like to say how glad I am that we have had Mr. H. C. Buck with us again as Chief Judge and Referee. Mr. Buck's activities in connection with physical education are well known, and we are grateful to him for the sacrifice of his time, and the trouble he has taken, to come all the way from Madras to assist us this afternoon.

I would like too to congratulate the winners of the various events this afternoon, and to wish those others who took part, but who were not so successful, better luck next time!

I will now, on your behalf, thank the Committee of our Association very heartily for all the hard work they have done throughout the year in furtherance of our endeavours and activities. I would also specially like to thank those who have assisted us this afternoon as officials at this meeting, and in doing so would particularly like to thank Mr. Pitcher on whose shoulders the work of Organising Secretary fell throughout the year.

I will now ask Mrs. Reid if she will be kind enough to present the Certificates as also the various Shields and Cups and lastly the Championship Shield to the Ormsby Institute."

Mrs. Reid then gave away the prizes.

ANSWERS TO PUZZLES—(at page 43.)

5. HEROINE.

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4.

The difference between the sums of the numbers forming alternate digits is either zero or eleven.

should be divisible by 3.

3. The sum of the numbers forming the digits

than the 2nd group which served 1330 dinners.

2. 1st group had to serve 1365 dinners or 35 more

he jumps.

1. He lands on the same place as that from which

At the South Indian Railway Athletic Association Annual Sports.



SMILE-A-WHILE

Little Girl: "Why wouldn't it do to pray for our daily bread once a week?" "Why should we have to pray for it every day?"

Elder: "So's to have it fresh, Silly."

Sergeant (in police station): "What! you back again?"

Prisoner: "Yes Sir, any letters?"

Boss: "That's a very old fashioned coat you're wearing."

Workman: "Yes Sir, I bought it the last time you raised my salary."

Husband: "What are we having for dinner?"

Wife: "Sponge cake dear, I sponged the eggs from Mrs. Smith, the flour from Mrs. Brown and the milk from Mrs. Holmes."

Lord Balfour had been invited to honour a banquet with his presence. He was to speak after the President. The President gave an extremely long introduction, spoke until ten minutes to ten. Lord Balfour used to retire to bed early. When his turn came to speak, he was very brief: "You have asked me, Gentlemen, for an address. Mine is No. 40, Carlton Gardens and with your kind permission I shall go there immediately."

"Does your teacher like you, Tommy?"

"I should say so. She puts a big kiss on every sum I do."

Ma-Lingering.

When your mother-in-law overstays her welcome, it is a clear case of malingering.

First Angry Passenger (in crowded train): "Do you mind taking your foot off mine?"

Second Angry Passenger: "Certainly, if you'll take your pipe out of my mouth."

Golf Professional: "Now there's one thing I must impress on you—always keep your eye on the ball."

Novice (coldly): "Oh, so that's the sort of club I've joined."

A young married man speaking to two friends, said, "I believe there is something in 'Suggestion'. My wife was reading 'The Heavenly Twins' and she has had twins."

The second agreed and related that his wife had unfortunately been reading "The Three Musketeers" and had triplets.

The third man fainted—His wife was reading "The Birth of a Nation."

Bookstall Clerk: "That is quite a good yarn, Sir, would you like to buy it?"

Gentleman (waiting for train): "No thanks, I've nearly finished it."

At the accident enquiry the old signalman persisted that he waved his lantern frantically, but in vain.

"You were excellent," said the Superintendent, patting him on the back afterwards. "I was afraid you might break down."

"No fears," was the proud reply, "but I was a little nervous. I thought the bloke was going to ask me if the lantern was lighted."

Two travellers arrived at the hotel and were shown a rather dingy room. "What," said one, "does this pig-sty cost?"

Promptly the proprietor replied, "For one pig 30 shillings; for two pigs 50 shillings."

He met her in Switzerland. They travelled together. At the end of the holiday he asked, "Do tell me what you'd like for a little parting gift."

"Oh! Darling," she cried, "I'll adore—I simply adore a Baby Austin."

"Come, baby, but how did you guess my name was Austin."

Sandy had just painted, "No Hawkers or Canvassers" on his front gate. As he was walking away a thought struck him. He went back to the gate and added, "Except with Samples."

Pat had been out of work in the potteries for four years when he got a good job. Unfortunately during the first week he dropped a statue and was told that he would have to pay the price £ 100 at 6d. a week. Next week he dropped a piece of work valued at £ 200 saying to his workmates, "Begad, I've got a job for life."

What do the three brass balls in front of the pawnshop mean?

Two to one you don't get it back."

A woman seldom gives away a secret. She exchanges it for another.

Every hero becomes a bore at last.

—Emerson.

The secret of human happiness is to be dependent upon as few human beings as possible.

Do not worry over your own actions; once you have done your best, accept with indifference the criticism of others. Don't ever explain. Don't ever complain. There is your recipe for happiness.

Said the wife, "That night before last you came yesterday; Last night you came home to-day; If you come home this evening to-morrow morning, I'll go straight home to mother."

"Why don't you marry her?"

"I'd like to, but she's got an impediment in her speech."

"What sort of impediment?"

"Well, she can't say 'Yes'."

A business man thought his staff was lazy. So he pinned up the following notice: "Bread is the staff of life, but that is no reason why the life of our staff should be one continuous loaf."

In the Line of Duty

Shanghai fire-fighters still chuckle over the old story of a Chinese fire-brigade officer who wrote the report in English on a fire which had damaged a school building.

After filling in figures on when the fire had been put under control and when it had been completely extinguished, he took care to mention the conspicuous bravery of a Chinese fireman who had climbed up the ladder three times, and each time had "come down pregnant."

When the officer was asked to explain what he meant by "pregnant" he referred them to the dictionary definition—"with child."

Never does a man portray his own character more vividly than in his manner of portraying another.

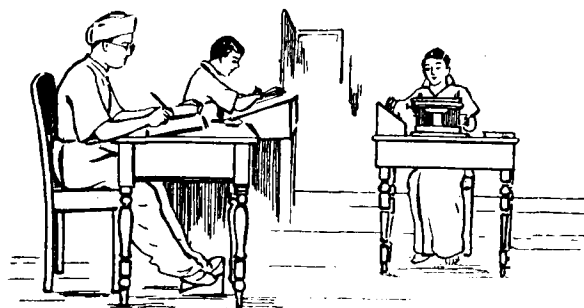
What man has fashioned for us falls,

What God has breathed into us stands.

Worry less, work more, waste less, give more, preach less, practise more.

To make no mistakes is not in the power of man, but from their errors and mistakes, the wise and good learn wisdom for the future.

—Plutarch.



STAFF NEWS

Appointments

Dr. J. K. Manson was reappointed as Chief Medical Officer, from 8th November, 1940 and took charge of the Department from 7th January, 1941.

Deputation

The following Officers have been released from their railway duties to take up Emergency Commissions in the Army :—

- Mr. M. T. Osborne Jones.
- „ C. J. Wooldridge.
- „ D. J. Bourne.
- „ W. A. Bonner.

Confirmations

The following Officers were confirmed :—

- Mr. A. W. Strang, as District Engineer from 24th June, 1940.
- Sri V. Gopalasami Naidu, as Assistant Engineer from 7th June, 1940.
- Sri C. D. Mirchandaney, as Assistant Mechanical Engineer from 1st September, 1940.
- Mr. D. A. Locke, Foreman, Boilershop, as Assistant Mechanical Engineer from 1st October, 1940.

Promotions

The following promotions were made :—

- Mr. Sidney Smith, District Traffic Superintendent, to act as Deputy Transportation Superintendent, from 3rd January, 1941.
- Sri P. Vaithianatha Iyer, District Train Controller, to act as Assistant Traffic Superintendent (Movement), Madura, from 26th December, 1940.
- Sri N. Sreenivasachari, Superintendent, Transport, to act as Assistant Traffic Superintendent (Central Control), from 3rd January, 1941.
- Sri R. Nagarajan, Office Superintendent, Agent and General Manager's Office, to act as Senior Assistant Secretary, from 26th February, 1941.

Transfers

The following transfers of Officers were effected :—

- Dr. C. S. Ramachandra Iyer, District Medical Officer, from Golden Rock to Madura, from 9th December, 1940.
- Sri R. Seshadri, Assistant Traffic Superintendent, from Madura to Trichinopoly, from 2nd January, 1941.
- Sri P. K. Madhava Menon, Assistant Traffic Superintendent, from Trichinopoly to Madras, from 1st January, 1941.
- Mr. J. T. Hendry, District Engineer, from Tanjore to Podanur, from 21st January, 1941.
- Mr. J. W. Restrict, Assistant Engineer, from Salem to Trichinopoly.
- Mr. C. M. Dodge, District Traffic Superintendent, from Trichinopoly to Madras, from 3rd January, 1941.
- Mr. S. N. Barua, Assistant Traffic Superintendent, to Calicut from 1st January, 1941.
- Sri T. R. Narayanaswami Iyer, Assistant Engineer, from Trichinopoly to Tambaram, from 1st March, 1941.
- Mr. M. O. Chacko, Assistant Engineer, from Salem to Quilon.

Leave

The following Officers proceeded on leave :—

- Sri V. Ramiah, District Engineer, on four months leave on full pay, from 27th January, 1941.
- Sri K. P. Velu Pillay, Senior Assistant Secretary, on two months leave on full pay from 26th February, 1941.

Return to duty

The following Officers returned to duty :—

- Sri R. Madhavachari, Assistant Engineer, on 19th January, 1941.
- Mr. M. O. Chacko, Assistant Engineer, on 10th January, 1941.

Retirement

Mr. T. C. Anantharama Ayyar, Assistant Engineer, retired on the afternoon of the 1st of February, 1941.

Mr. C. Middleton, Chief Engineer, who will shortly be proceeding home on leave preparatory to retirement, was educated in Tenbridge School and City of Guilds of London Central Technical College. He joined the South Indian Railway as Assistant Engineer in May 1912, and was confirmed in the post in March 1916. He was connected with the construction of the Tinnevely-Tiruchendur Railway from September 1915, to January 1917. In 1921, he was placed on special duty in the Drawing Office and was for sometime the acting Architect of the Railway. For a year from May 1933 he was on special duty as Organisation Officer when he made a thorough and searching examination of the different branches of Railway working. He was promoted as Deputy Chief Engineer (Broad Gauge) in January 1935, and was transferred as

Deputy Agent in October 1936, in which capacity he continued until promoted as Chief Engineer in April 1939. After a service of 29 years, Mr. Middleton proceeds home on leave preparatory to retirement on 2nd May, 1941.

Mr. Middleton was liked by all for his delightful temperament, and suave manners. Of a persevering



MR. C. MIDDLETON.

nature; he was always known for his integrity and impartial treatment of all who worked under him. In his retirement the Railway loses a very sound and conscientious Officer. Mr. Middleton was a keen Golfer and he will be sadly missed on the Trichy Course. We wish him *bon voyage* and many years of happiness and well-earned rest.



SRI B. SANKARA ROW.

Sri B. Sankara Row, Head Clerk, Dy. Chief Mechanical Engineer's (Power) Office, retired on 15th January 1941, due to superannuation after a service of 36 years and 9 months. Starting his career in 1904 as a Clerk he rose to the position of a Head Clerk by dint of his merit. In view of his experience in Fuel work he was granted a year's extension of service by the Administration. He was also the recipient of the 'Coronation Medal' in 1937 for his long and faithful service.

Sri A. Valmikanatha Sarma, Station Master II, Tanjore, entered service as a Telegraph Probationer on Rs. 10 at Trichy, in 1908. He was promoted to the Station Master's cadre in 1911 and worked at several stations and was last Assistant Station Master, Tanjore, at the time of his retirement on 14th March, 1941.

Sri E. V. Srinivasan, Assistant Parcel Clerk, Madura, retired on 12th March, 1941, after a service of 23 years, owing to physical unfitness.



SRI E. V. SRINIVASAN.



SRI RENGASWAMI PILLAI.

Sri Rengaswami Pillai, II Grade Guard, Coonoor, started service as a Call Boy on Rs. 5 per mensem in February 1907 and rose to the position of a II Class Guard in 1939. He retired on medical grounds on 1st February, 1941.

Sri M. K. Rengachary, Station Master I, Srirangam, retired voluntarily on 6th February, 1941, after 31 years of service.

Sri V. Pranatharthihara Iyer, Signaller, Trichinopoly Jn., was entertained on this Railway as a temporary Signaller on Rs. 15 in 1908 and later worked at various stations as Signaller and Head Signaller. He was last at Trichinopoly Jn. till 10th March, 1941, when he retired voluntarily after a service of 33 years. He was awarded a medal in recognition of his meritorious service during the Strike in 1928.

Sri V. Ramaswamy Iyer, Station Master, Nagore, entered service as a Probationer at Ambasamudram on Rs. 7-8-0 per mensem in 1906 and was promoted as a Signaller in 1907 and as Assistant Station Master in 1912. He was transferred to Nagore in 1937 wherefrom he retired under age limit on 6th January, 1941, after 34 years of service.

Sri T. S. Raju Mudaliar, Head Signaller, Tanjore, joined service in 1907 as a Probationer at Negapatam on Rs. 7-8-0 per mensem. He was promoted as Assistant Station Master in 1909 and was subsequently transferred as a Signaller in 1931. He retired as Head Signaller, Tanjore, under age limit on 11th March, 1941, after having served for 34 years.



SRI N. S. SATTANATHA IYER.

Sri N. S. Sattanatha Iyer, Station Master, Pantalayini, entered service in 1911 as a Relieving Clerk on Rs. 15 and after 30 years of service retired as a Station Master on 15th January, 1941.

Sri C. Krishnan Nair, entered service in 1906 and retired as Station Master II, Madras Egmore on 19th March, 1941, after 35 years of good service.

Sri C. Mariannan, II Class Guard, Erode, started service in 1911 as a Brakesman on Rs. 10. He worked his way up and became a II Class Guard in June 1934 and retired from service on 15th March, 1941, under age limit after 30 years of excellent service.

Sri V. Raghavachariar, clerk-in-charge, Lost Property Depot, entered service in 1907 as a clerk in the old G. T. M.'s office. He was put in charge of the Lost Property Depot in 1927 which post he held till the date of his retirement in March, 1941.

Sri Raghavachariar had a retiring disposition and can tell many a story of his dealings with the odds



SRI V. RAGHAVACHARIAR.

and ends he had to sort out and dispose of—articles of every kind and value—all left behind somewhere at some time by a care-free passenger. While in

charge of the Lost Property Depot he has had occasions to trace and deliver back to hundreds of passengers articles oftentimes valuable which they had given up for lost.

Sri Raghavachariar's services were efficient and loyal. We wish him many happy years in his retirement.

D. Vedan Chetty, Watchman, Udumalpet, entered service as a Porter, Olavakkot, on Rs. 6 in 1910, and retired voluntarily on 30th November, 1940, after a service of over 30 years.

A. S. Thomas, Peon, Chief Commercial Superintendent's Office, when he entered Railway service in 1921, had already served in the Military for 14 years. He had been a Sepoy, Lance Corporal, Corporal and Sergeant till 1921 when he retired from the military with a pension. His military past was evident in his strict sense of duty and discipline which he always

SAFETY FIRST.

THE HUMAN ELEMENT.

Regardless of other hazards in rail-roading the greatest problem is still the human element. Workers must be taught to think for their own safety and for the safety of others. They must realise that there is only one right way to do a job and that is the safe way. Rules and Regulations and Safety Devices naturally form an important part in any organised safety programme, but they can only go far—where they leave off, the human element must take over. It is on the human element that safety depends. In the final analysis it means only one small word of five letters:

THINK.

Garudotsavam at Conjeeveram

(5-6-1941 to 14-6-1941): This is one of the major festivals celebrated at Vishnu Kanchi. The procession of "Varadaraja" seated on 'Garuda' which falls on 7-6-1941, is an impressive spectacle. Conjeeveram was the Pallava capital in the 7th century and has always been a centre of religion and culture. Sri Ramanuja, the Great Vaishnavite reformer, long lived and preached from this city. The temple of Ekambaranatha at Siva Kanchi, the Kamakshi Amman temple, the remains of Jain and Buddhist monasteries in the vicinity, the ancient temples of Vaikunta Perumal and Kailasanatha of the early Pallava period are all worth a study.

Vaisagam festival at Tiruchendur

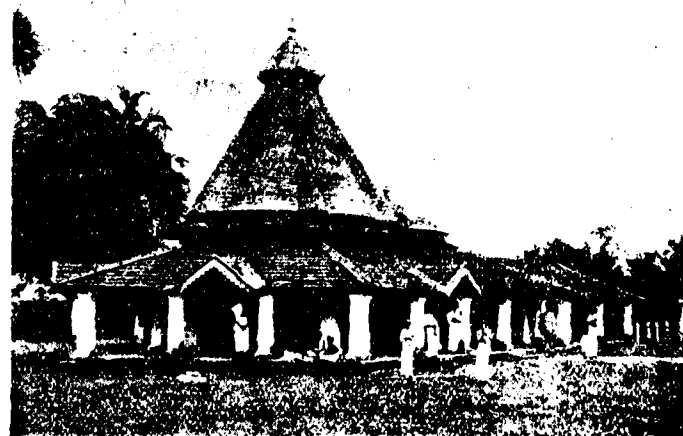
(29-5-1941 to 8-6-1941): The seaside shrine of Lord Subramanya at Tiruchendur is resorted to by a large number of devotees during these days. The Vaisagam day falls on 7th June, 1941.

Ani Thirumanjanam at Chidambaram

(22-6-1941 to 3-7-1941): As its name indicates the festival celebrates the "Holy ablution or Thirumanjanam" of Sri Nataraja which is performed but twice a year i.e., in June-July (Ani) and December-January (Margali). On the important day 2-7-41 after the ablutions early in the morning the deity is borne in procession along the broad courtyard of the temple, much to the delectation of thousands of waiting pilgrims. This is the 'Darsanam'.



Preparing "Panchamritham" at Palni.



"Sarada" Temple, Kaladi.

Flower Palanquin at Tanjore

(10-6-1941): This festival, a unique feature of Tanjore, is an annual event when the aesthetic and artistic sense of the devotees find full play. The array of palanquins gorgeously fashioned out of flowers and tinsel, with deities bedecked with costly ornaments—one following the other in procession along the main streets to the accompaniment of music—is an interesting sight.

Cattle Fair at Neelathanallur

"India possesses roughly one-third of the world's cattle population", said Dr. Norman Wright, who reported in 1937 on the development of Cattle and Dairy industries in India. With almost every major festival in the land, it is customary to hold a large cattle fair. The cattle fair at Samayapuram held during the period of the Vaikunta Ekadasi festival at Srirangam is one of the largest of its kind. A cattle fair will be held at Neelathanallur, six miles to the north of Kumbakonam, from 18-3-1941 to 6-4-1941. Several fine breeds will be represented at this fair.

Dog Show at Ootacamund.

The 13th championship Dog Show, will be held under the auspices of "South of India Kennel Club" in the Government Botanic Gardens, Ootacamund, on 9th May, 1941.



Pollachi

This town will soon have a protected water supply. A scheme for the construction of a service reservoir is on hand.

Palni

A Veda Patasala has been opened as an adjunct to Dhandayuthapani Devasthanam to teach Vedas, Agamas, Tevarams and Tirukkural to Gurukkals and Pandarams.

Madras

A Travel Club was inaugurated in Madras under the auspices of the Y.M.C.A. on 28th January 1941. Mrs. Ammu Swaminathan in addressing said:

"Travel could provide joy, besides education in a measure which few other means could. Apart from enabling one to gather knowledge of countries and peoples and their quaint customs, travel broadened one's sympathies and outlook and rounded off one's angularities and parochialism."

Srirangam

A mirror chamber has been newly constructed at a cost of Rs. 12,000 to Lord Sri Ranganatha at the Srirangam temple. The chamber is 8 feet by 12 feet and 19 feet high and consists of three rows of mirrors. The deity is taken out to this room (Kannadi Arai) once a week on Fridays.

Trichur

A Tuberculosis Clinic has been recently opened at Trichur. This model clinic equipped with an up-to-date laboratory owes its existence to the generous contribution of Mr. Thattil Kochuvareed.

Chingleput

His Excellency the Governor of Madras recently opened the Municipal Hill Park at Chingleput for the use of the public. The park is situated on a hillock which commands a magnificent view of the country round. This will be shortly provided with a radio set and a reading room which will add to the amenities of the place.



Krishna Mantapam, Mahabalipuram.

Travancore

Sir Alexander Roger, Head of the British Ministry of Supply Mission to India on the conclusion of his tour of Travancore remarked, "Few places in the world excel Travancore in the scenic and the picturesque, yet at the same time the State is go-ahead in every way. The various departments are models of efficiency, and efforts are being made in every direction to develop the natural resources of the country."

One day excursions to Mahabalipuram

Students and others in Madras will be pleased to learn of "the one-day excursions" to Mahabalipuram organised by the South Indian Railway. Inclusive fares have been quoted for the whole journey, including catering. Excursionists leave Madras Egmore by No. 11 train at 7-45 a.m. and after refreshments at Chingleput station they are taken by specially chartered buses to Mahabalipuram. They return to Madras by No. 40 train leaving Chingleput at 19-13 hours. Illustrated literature can be obtained at the Enquiry Office at Madras Egmore railway station, and from the Chief Commercial Superintendent, Trichinopoly.



A. S. THOMAS.

showed while serving his masters. He recalls with pride and pleasure his service with the various Officers on the Railway such as Messrs. Kinlock, Shortt, etc., from all of whom he received nothing but praise and kind treatment.

Thomas retired in his 55th year after what must be considered a very successful career of 34 years. His son Manuel is already in Railway service.



ARUMUGA ASARY.

We wish Thomas many happy years in his retirement.

Arumuga Asary, Carpenter, Tinnevely, entered service as Painter on annas four per spell in 1914 and by dint of hard work, rose to the position of a Carpenter. He retired from service on 9th February, 1941, under age limit after 27 years of service.

Obituary

Mr. C. S. LeFebour, Station Superintendent, Madras Egmore—was appointed as Pro. Ticket Collector, Madras Egmore, on 24th December, 1909, at the age of 18. He attained the position of Station Superintendent, Madras Egmore, by dint of hard and conscientious work. He had up to the time of his



MR. LEFEBOUR.

death served for 31 years, during which period he worked as a Guard, Assistant Station Master, Traffic Inspector and Station Superintendent, Trichinopoly Jn. and Madras. He died on 13th March, 1941, due to heart failure at the age of 49. The sudden death of so good an employee is indeed a great loss to this Railway.

Season's Attractions.

April—June is real Spring time in South India. Despite the summer heat most temples celebrate their annual festivals during these months. It is also the season for weddings. The jasmine and the rose fill the air with fragrance. Festival pageants attract the rural folk to cities.

Brahmotsavam at Mannargudi

(16-3-1941 to 3-4-1941): This annual festival is celebrated at the Vishnu temple, at Mannargudi. The 'Navaneetha Sevai' on 1-4-1941, representing Sri Krishna as a child in the act of taking butter attracts large crowds. The temple tank known as 'Haridranadhi' is the largest of its kind in India.

Brahmotsavam at Tirupapuliur

The Siva temple at Tirupapuliur (Cuddalore N.T.) celebrates its annual festival from 31-5-41 to 12-6-41.

Chitra festival at Madura

(28-4-1941 to 14-5-1941). One of the most picturesque festivals in the East is celebrated during this period at the Meenakshi and Sundareswara temple at Madura. The pageant of Divine Marriage of Lord Sundareswara with Meenakshi is enacted on the several days of the festival, the most important of which are the 5th, 6th, 7th, 10th and 11th May.

Alagar festival

The conclusion of the festival at Madura is but a prelude to a shorter but no less attractive festival at Alagarkoil, 12 miles off Madura. This festival commemorates the visit of Alagar, brother of Queen Meenakshi to the wedding.

Panguni Uthiram at Palni

(4-4-1941 to 13-4-1941). The Hill temple at Palni is visited during this period by devotees of Lord Subramanya. The Uthiram day i.e., 10-4-1941 presents a most impressive sight of innumerable votaries—young and old, men and women, marching up the hill with "Kavadies" on their shoulders to the dancing accompaniment of a chorus of prayer "Haro Hara".

Other places to be visited during this period are Swamimalai and Perur (near Coimbatore).



Chitra Festival Scene, Madura.

Sankara Jayanti at Kaladi

(27-4-1941 to 2-5-1941). The birth place of the Great Sri Sankaracharya will celebrate the anniversary of his birth on 1-5-41. The 'Sarada' temple is set amidst idyllic surroundings on the banks of the crystal waters of the Alwaye. Kaladi is 4 miles from Kaladi Road Ry. Station.

Pooram at Trichur

(5-5-1941 to 7-5-1941). Colour and pageantry make this festival unique in Malabar. The magnificent array of gaily caparisoned elephants, carrying idols, and the pyrotechnic display at night, on 6-5-1941 are worth witnessing. Trichur is one of the chief cities of the Cochin State. During the festival, an exhibition of arts and crafts will also be held and visitors can see and purchase specimens of Malabar woodwork, ivory carving, metal products, etc.

Agni Nakshatram at Palni

(6-5-1941 to 20-5-1941). These 15 days may be termed the "dog days" of the year when the thermometer rises to 106 degrees. The propitiation of Lord Subramanya at Palni is considered very auspicious during the period.

Health and Baby Week Celebrations at Golden Rock.



MARY BEATRICE.

The third Annual Health and Baby week was celebrated at Golden Rock in the Shandy grounds from 13th to 15th March, 1941.

There was a large gathering of distinguished visitors, besides residents of the colony and school children. Dr. V. T. Naidu, District Medical Officer, Golden Rock and Chairman of the Health and Welfare Committee reviewed briefly the activities of the committee during the year.

Dr. A. Lakshmanaswami Mudaliar, Principal, Medical College and Superintendent, Government Maternity Hos-

pital, Madras, then delivered an instructive lecture on "Health" and exhorted the residents of the colony to co-operate with the Government in observing the several rules and regulations on health matters passed by the Government.

Mr. J. F. C. Reynolds, Agent and General Manager, in a short speech complimented the colony on its clean and well kept surroundings and warned the

audience against poisoning their system by resorting to unwholesome food. He then declared the Exhibition open.

On 14th March, 1941, poor children were fed in the Baby Booth. Dr. P. A. S. Raghavan of Trichinopoly gave a lecture on "Public Health" in Tamil. Dr. Sambasivan spoke on "Vitamins", advocating the larger use of fresh fruits and hand-pounded rice and Chola malt. There were film shows at night on all the days.

The Baby Show was held on 15th March, 1941.

Mrs. M. T. Osborne Jones, Dr. (Mrs.) Monsingh, and Dr. (Mrs.) D'Costa, were the Judges.

Ramasundaram and Kalyanam (babies below 2 years and 1 year respectively) were adjudged the best among the Indian babies, while Lambert and Beatrice won first prize among the Anglo-Indian Baby section. Arockiasamy, son of watchman



KALYANAM.

Velanganny was adjudged the Champion baby.

A novel feature of this year's celebration was the institution of a "House-Keeping Competition" in 'D' North Area, consisting of 500 houses. The Inspection Committee selected the three following as the best kept houses in the area, and prizes were awarded to them in their order of merit.

1st Prize—Sri K. Vancheeswaran, D. 52/12 quarters.

2nd Prize—, Sarangapani, D. 61/12 quarters.

3rd Prize—, Krishnamurthy, D. 54/10 quarters.

Two consolation prizes were given to the next best, Sri Ponnusamy (D. 73/6) and Mr. Baji Sahib (D. 83/2) as an incentive to further improvement.

THE BEVIN BOYS.

Under the well-known "Bevin Training Scheme" the first batch of 50 Indian workmen sailed to the United Kingdom in February this year to undergo courses of training extending to six months in Engineering Occupations such as fitting and machine operating. The object of this scheme is, besides making the men more skilled in their trades, to also accelerate munitions production in India and at the same time inculcate in the men an appreciation of British methods of industrial co-operation between employers and workers and the value of sound trade union principles. Complete arrangements for their training, board and lodging have already been made in the United Kingdom.

Of the 43 candidates who appeared for selection for the first batch, there were five Improvers of the South Indian Railway and of these, three were chosen by the selection committee.

The Census.

The final Census operations of 1941 in India commenced on 28th February, 1941. This is the seventh General Census in India, the first of which took place in 1881. In spite of a great deal of planned economy, this census is estimated to cost 470 tons of paper and fifty lakhs of rupees. The first census covered the whole of India, excepting Nepal and Kashmir. Even before 1881, as early as 1853 there were censuses in India, but they were conducted by Provincial Governments. Census is almost co-eval with human civilisation. There were regular enumerations of population, produce, livestock, etc. before 2000 B.C. in Babylon. The Bible also mentions many instances of enumeration; but as an official institution it was first adopted in Rome in 578 B.C. by Servius Tullius. In India during Chandra-

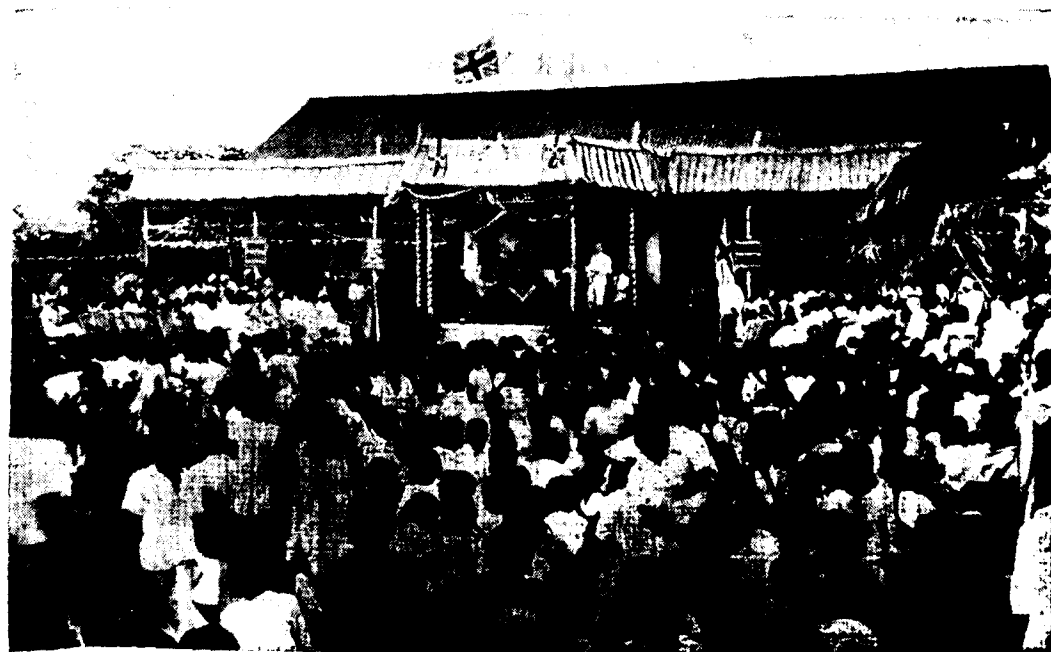
Mrs. H. A. Reid gave away the prizes.

Sri. A. V. Seturama Iyer, Secretary, Health and Welfare Committee, proposed a vote of thanks to all those who by their cooperation contributed to the success of the celebrations.

Dr. Manson, Principal Medical Officer, South Indian Railway, thanked the Medical staff and the organisers of the celebrations for the good show turned out and wished the Health and Welfare Committee all success.

With the usual film shows the celebrations came to a close at 10 p.m.

The three selected Improvers were Messrs. (1) V. Padmanaba Menon, (2) P. Deenadayalu and (3) H. A. Lopez. The former two belong to the first batch and the latter to the second batch of Apprentices under the New Training Scheme which was started by the Mechanical Department of this Administration in 1934. They all completed the full five years of apprenticeship during which period they had both theoretical education and practical training in various Shops of the Central Workshops in Golden Rock. On the completion of their training they were absorbed as Improvers and were employed in this capacity at the time of their selection. The Administration was complimented by the Tribunal on the high standard of intelligence and training of the three selected candidates.



Excursions by Electric Trains

With a view to encourage educative travel it has been decided to quote specially reduced fares in third class for student excursion parties of 50 and more for journeys from Madras Beach, Fort, Park and Egmore to Tambaram. The ordinary students' concession fare between these points is annas 8 per adult and annas 4 per child. These fares have been reduced to annas 5 per adult and annas 2½ per child. The journeys are to be performed only by electric trains running between 11 a.m. and 4 p.m. every day.

This concession will also be available to teachers, servants and attendants accompanying the students as detailed below :—

- (a) Two teachers and one servant per 15 students.
- (b) One attendant for every 4 girl students; one attendant for every 4 boys under 12 years of age; one attendant for every 15 boys of the age of 12 years and over.

It will not be possible to carry such excursion parties during race days.

An inscription at Srirangam

The story of how a Vaishnava devotee at Srirangam gave up his life by jumping from the top of a gopuram as a protest against the stoppage of temple worship, which was subsequently resumed, is recounted in a memorial tablet of the 16th century A.D. engraved on a gopuram at Srirangam.

Travel Concessions during Easter Holidays

As usual, Return Tickets at 1½ single journey fares for 1st and 2nd classes and 1¾ single journey



Malabar Girls weaving baskets.



The mineral waters of the river Alwaye, attract numerous bathers during the season, March-May.

ordinary fares for 3rd class will be issued from 4th to 14th April, 1941. The return journey should be completed by the midnight of 28th April, 1941. Similar Return Tickets will also be issued in through booking between South Indian and the Ceylon Government Railways, at the above concession fares over the South Indian Railway plus 1¼ single fares for 1st, 2nd and 3rd classes over the Ceylon Government Railway, during the above period.



Jumbo lifting logs in the timber yard, Chalakudi Station

Business Corner.

Limestone and Felspar.

It is reported that Crystalline limestone deposits and felspar have been discovered near Sankaridrug (between Salem and Erode). The limestones vary from pure calcetic and dolmitic rock to gneisses with little or no carbonates.

A limestone quarry and kiln adjoining the hamlet of Ivali village near Sankaridrug supplied much lime to Metur Dam during the construction of the dam. These are suitable for manufacture of bleaching powder.

The neighbourhood of Sankaridrug also contains large quantities of felspar which is used in ceramic works.

Indian Coinage Act

Victoria rupees and Half rupees are accepted till September 1941 at all Government Treasuries and Post Offices and thereafter until further notice at the Offices of the Issue Department of the Reserve Bank at Bombay and Calcutta.

Water-proof Packing Paper

This is being manufactured by several firms in Madras, out of indigenous *bitumen* available. It is understood it offers a good substitute for wrapping paper which hitherto was imported from Sweden, Germany and Norway.

Tea

The British ministry of food will purchase about 272 million pounds of tea from India in 1941 of which about 47 million pounds will be obtained from South India.

The Banana Skin

The banana skin which we scorn and cast away is soon likely to attain a high place in industrial economy. It is reported that from out of banana skins a substitute for hemp is to be manufactured in Japan.

Removal of the Customs barrier to Pondicherry and Karaikkal.

Consequent on the establishment of the Customs union between the Government of India and the French Establishments in India, customs restrictions at Chinnababusamudram and Peralam have been removed with effect from 15th February, 1941. Ordinarily passengers and small hand luggage are not detained for examination by the Customs authorities. Restrictions on the export of tea and coffee to French Establishments in India under the provisions of the India Tea Control Act 1938, and the Coffee Market Expansion Ordinance 1940, respectively have now been withdrawn. No cess under the Agricultural Produce Cess Act 1940, is levied on goods taken to the French Establishments of Pondicherry and Karaikkal.

TENDER NOTICE.

(1) Podanur Junction Remodelling—Podanur District.

(2) Constructing 'B' and 'C' type quarters at Stations, Tanjore District.

Sealed Tenders for the above works will be received by the District Engineers, South Indian Railway, Podanur and Tanjore, up to 12 noon on 4th April, 1941 and will be opened by the respective District Engineers or their Representatives at their offices on 7th April, 1941.

Tender forms, including instructions to parties tendering, can be had from the District Engineers, S.I.Ry., Podanur and Tanjore respectively at Rs. 5 per copy for each work (extra copy, if available, Re. 1) which amount will not be refunded in any circumstances.

Plans, specifications, etc., can be seen in the respective District Engineer's Office between 11 a.m. and 3-30 p.m. on all working days except Saturdays.

Ballast Programme for 1941-42, Ordinary Maintenance, Podanur District :

Sealed Tenders for the above work will be received by the District Engineer, South Indian Railway, Podanur, up to 12 noon on 18th April, 1941 and will be opened by the District Engineer or his representative at his office on 18th April, 1941.

Tender forms, including instructions to parties tendering can be had from the District Engineer, South Indian Railway, Podanur, at Rs. 5 per copy (extra copy, if available, Re. 1) which amount, will not be refunded in any circumstances.

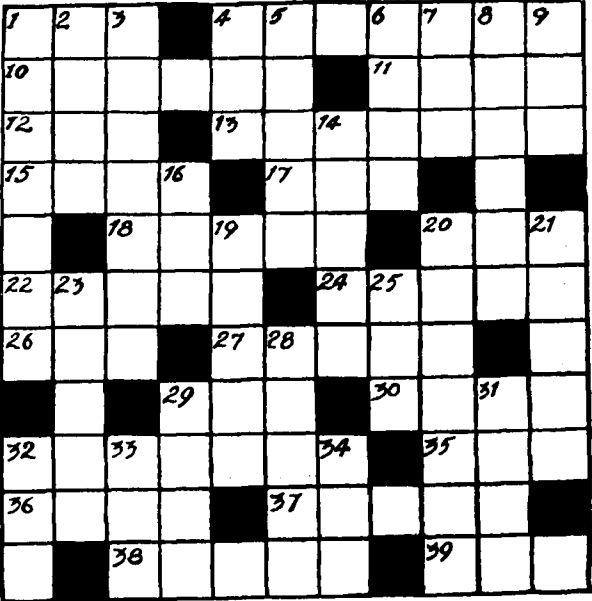
Specifications, etc., can be seen in the District Engineer's Office between 11 a.m. and 3-30 p.m. on all working days except Saturdays.

Cross-word Puzzle No. 7.

(For Amusement only.)

CLUES ACROSS.

- 1 Pull hard.
- 4 Attire.
- 10 Not lucid.
- 11 Fertile.
- 12 Sleeping place.
- 13 Silently.
- 15 Recognised.
- 17 Exhaust.
- 18 Vacillate.
- 20 Snare.
- 22 Commerce.
- 24 Love much.
- 26 Utter.
- 27 Celebrated.
- 29 Sort of jest.
- 30 Unite metal.
- 32 Artfulness.
- 35 Fiddle.
- 36 Frown.
- 37 Mischievous.
- 38 Bunchy.
- 39 Past.



DOWN.

- 1 Ornamental cases.
- 2 On top of.
- 3 Means of entry.
- 4 Incision.
- 5 Let.
- 6 Stumble.
- 7 Success.
- 8 Rich cake.
- 9 Fling.
- 14 Gold measure.
- 16 Soft stuffing.
- 19 Planet.
- 20 Garden annual.
- 21 In want.
- 23 Proportion.
- 25 Condensation.
- 28 Attack.
- 29 American republic.
- 31 Protracted.
- 32 Insect.
- 33 Fruit.
- 34 Cambridgeshire Town.

Travel Concessions to Hill Stations and Tenkasi Jn.

First and Second class Return Tickets at 1½ fares for journeys over 100 miles valid for 45 days are issued throughout the year to Ootacamund, Wellington and Coonoor.

Similar return tickets are issued to Kodaikanal Out Agency from stations over 100 miles from Kodaikanal Road Station at 1½ rail fares plus Rs. 6/- for the road journey to and fro.

III class Return Tickets to servants of I & II class passengers are also issued available for 45 days.

3rd class Return Tickets.

Return Tickets at 1½ fares in III class valid for 15 days are issued to these stations from 1st April to 30th September, 1941.

Return fare for the road journey between Kodaikanal Out Agency and Kodaikanal Road Station is Rs. 3-4-0.

Tenkasi Jn. (for Courtallam.)

Similar Return Tickets in all classes are issued to Tenkasi Jn. Station from 1st April to 30th September, 1941.

Break of journey is not allowed on these tickets. For further particulars please apply to the Chief Commercial Superintendent, Trichinopoly.

Answers to Cross-word Puzzle No. 6

ACROSS.		DOWN.	
5 Boa	22 Me	1 Nude	16 Gad
8 Oasis	23 Deal	2 Word	17 Onager
9 Ebb	25 Map	3 Yak	18 Boast
10 Dark	28 Gas	4 Air	21 OM
12 Area	29 L.L.I.	5 Berg	22 Mild
13 End	31 Memo	6 OBE	24 Lama
15 ING	33 Disc	7 Abate	26 Price
16 Good	34 Rain	11 Angle	27 Wish
18 R. E.	35 Thee	14 Bore	30 Lit
19 Learn	36 Love	15 Id	32 Oil
20 Moo			

Hill Station Booklet.

An attractive booklet with numerous photographs describing the amenities available on the Nilgiris and the Kodaikanals has been published. Copies can be had on application to the Chief Commercial Superintendent, South Indian Railway, Trichinopoly or at the Railway Enquiry Offices at Madras Egmore and Trichinopoly.

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to Hindus of all castes.

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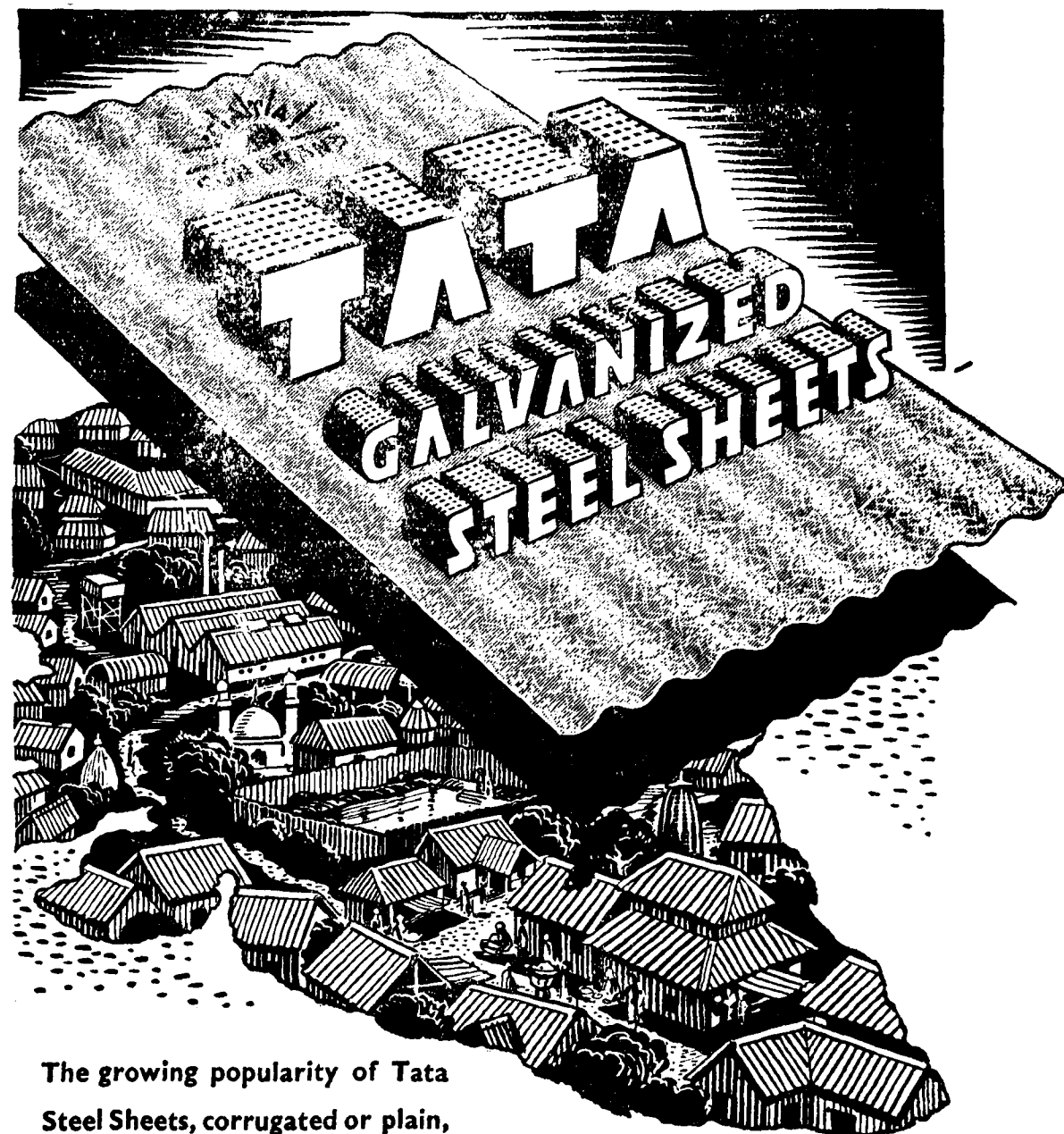
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For particulars address—

**The Department of Information,
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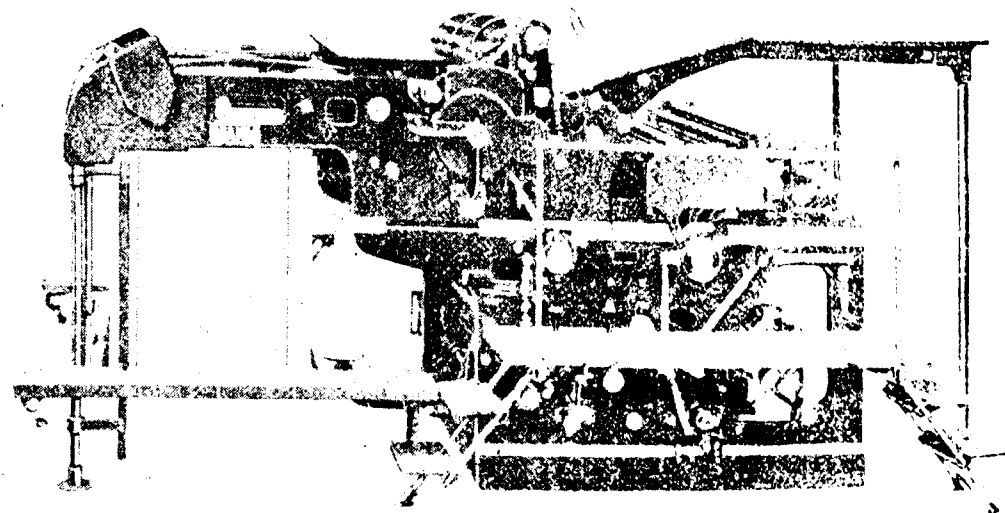
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