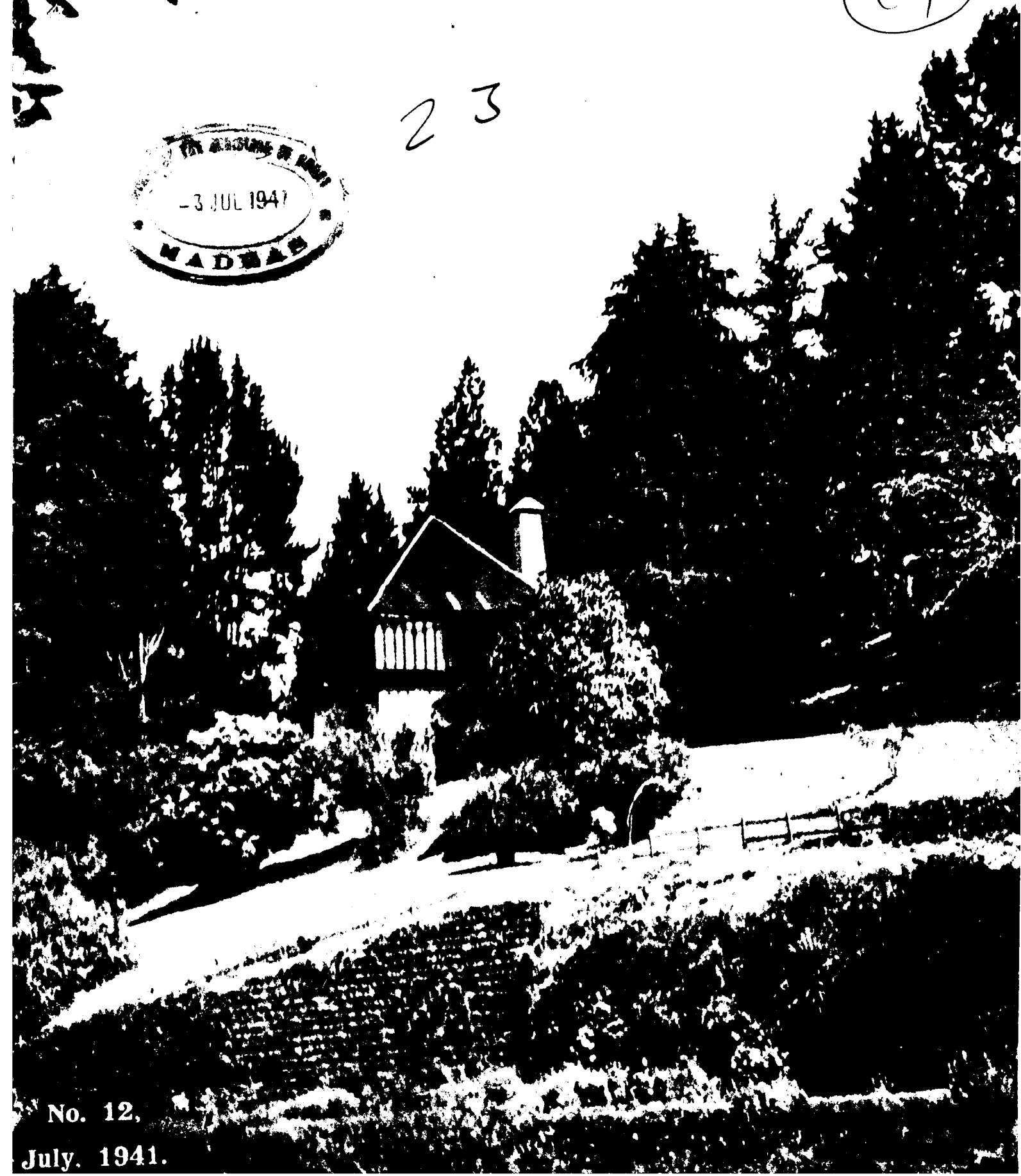


South Indian Railway MAGAZINE

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No. 12,
July, 1941.

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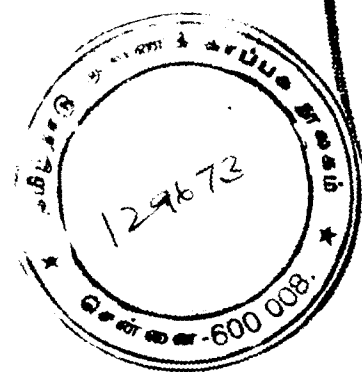
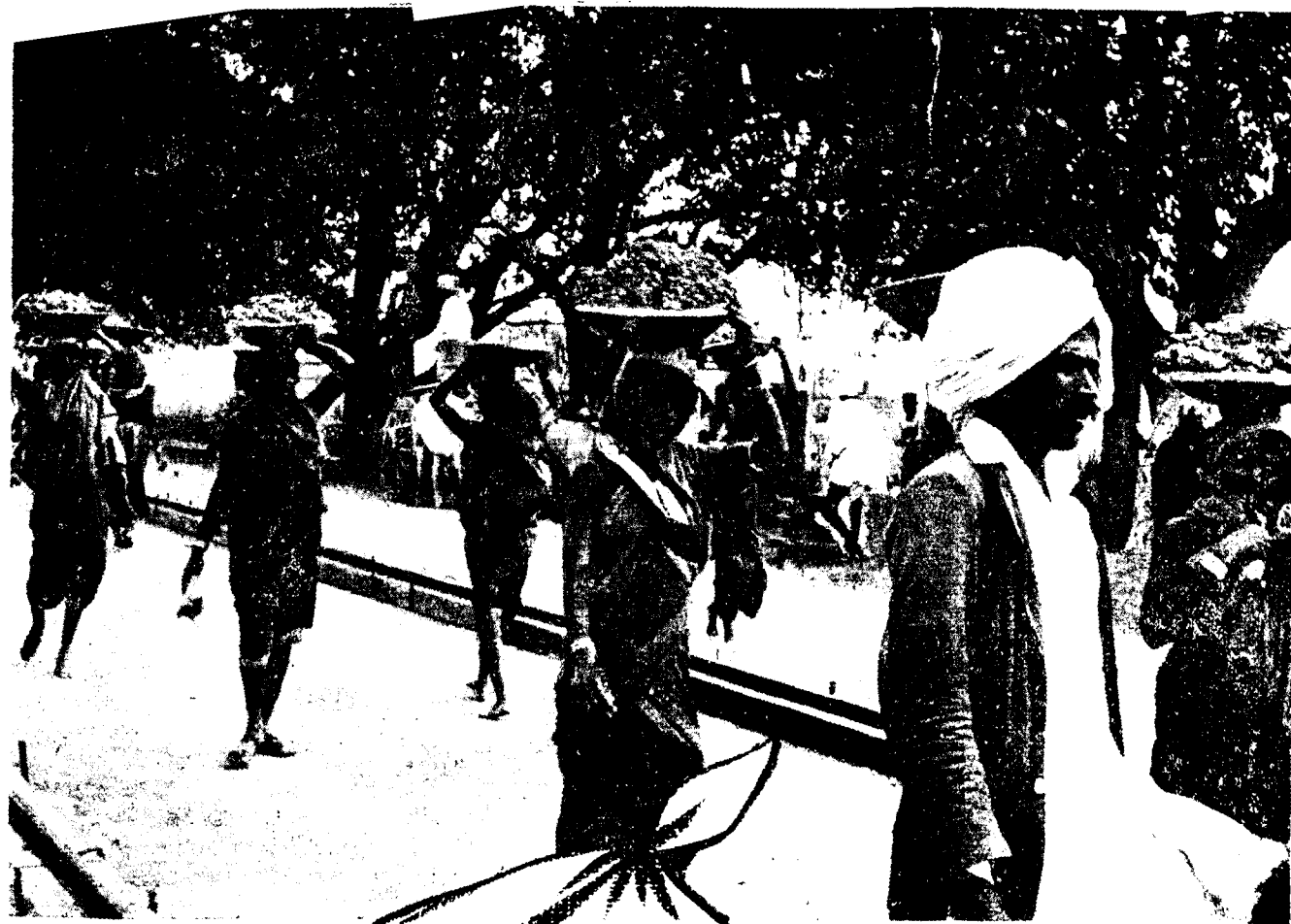
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It has, besides, a first-rate harbour, with all the modern equipments, constructed after years of labour—a veritable romance of marine engineering.

Possessed of a historical background, replete with romance and adventure, and of a distinctive culture and civilisation, Cochin has several fascinating features that mark it out from the rest of India. There is, in fact, a good deal in its social, religious and economic institutions that will provide food for study, thought and reflection.

There are a number of ancient temples and churches in the State which, from the point of view of their structural beauty as well as their sanctity, stand in a class by themselves and are well worth visiting.

Among the other attractions are a number of well laid out gardens and parks, beautiful roads, pleasing land and sea scapes, etc.

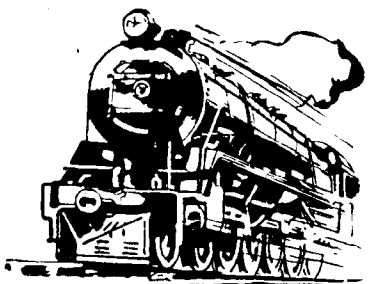
All the important towns have well-equipped travellers' bungalows, and there are also good hotels to stay in.

FOR ADDITIONAL INFORMATION PLEASE WRITE TO

The Publicity Officer,
TO THE GOVERNMENT OF COCHIN
ERNAKULAM.



SOUTH INDIAN RAILWAY MAGAZINE



JULY

1941

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EDITORIAL NOTICE

Subscription Re. 1 per annum. Single Copy As. 4.
(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 August, 1941.



Sculpture in Srirangam Temple.



NOTES & COMMENTS

Co-ordination of Road Transport

We recently read an article wherein road interests seek to take advantage of the present pressure put upon Railways due to the international situation by suggesting that the Government should bring about a diversion of traffic from the Railways to the roads.

We do not consider that Indian Railways are likely to be embarrassed by heavy traffic under war conditions to such a degree as to justify such a dangerous and unwarranted step on the part of the Government, who would do well to follow the Mitchell Memorandum and its recommendations relating to the 1939 Motor Vehicles Act. So far as this Province is concerned we believe that the maximum use of road transport will never be necessary under war or any other conditions, and the Regional Transport authorities are not likely to be misled by attempts at exploitation on the part of road interests to divert traffic to the roads which could only result in a blow to the economic and efficient future of the Railways when normal conditions are resumed.

Collection and Delivery Services in Madras

Replying to an address by Sri. C. Rajam at the inauguration of the above services held at

Madras Beach Goods station on 1st June 1941, Mr. H. J. Crane, Chief Commercial Superintendent stated :

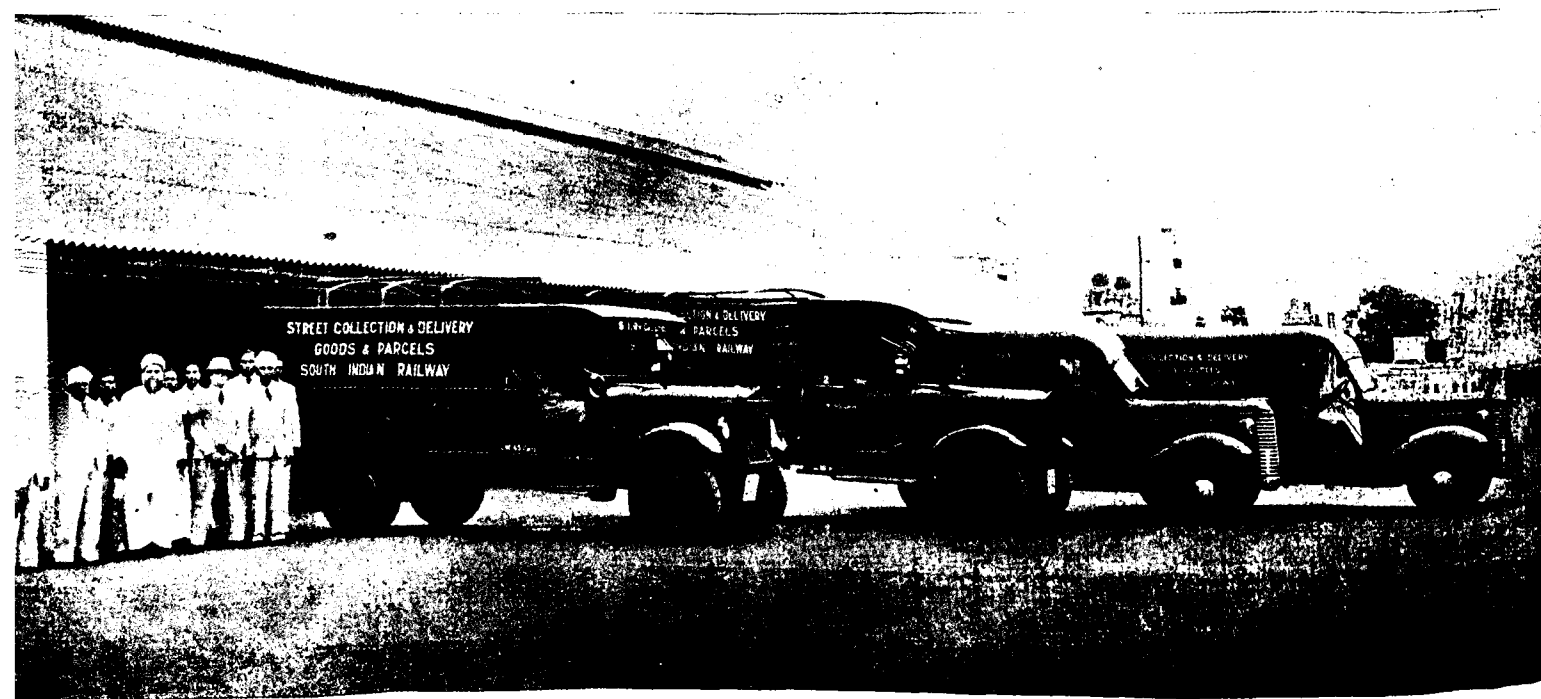
"Modern conditions of transport have made it incumbent upon Railways to reach the door of the trader by means of ancillary road services.

For several years past the South Indian Railway have been seeking to establish collection and delivery services in the City of Madras.

An opportunity has presented itself through the enterprise and co-operation of Sri. C. Rajam of The Garage Ltd., who have been appointed the Company's Agents, and it gives me much satisfaction to see the services started.

It is well known that there are difficulties and prejudices to be overcome in embarking upon an undertaking of this kind, among them being replacement of carts by mechanised vehicles for such traffic as requires a more efficient and expeditious conveyance to and from the rail heads.

"The step is a progressive one in the interests of trading community, and I hope that those who do business with the Railway at Madras Egmore and Beach stations will patronise the services and give them a fair chance. I have much pleasure in inaugurating the service and wish it every success."



The Season

During the past months the one topic of conversation on platforms and in trains was the hot weather which has been more than usually severe. The south-west monsoon set in rather early and though it was welcome it burst with such intensity that several breaches of roads and Railway lines occurred in Malabar, and the train services have been dislocated. Much misery has been caused by the flooding of villages and our sympathy goes out to the people who have suffered.

The New Order

The utter futility of war and all that it involves is the supreme justification for a new order. But the chaos must first be cleared and those responsible for creating it accounted for and the world brought to rest : "... a world consecrated to freedom of thought and expression, freedom of every person to worship God in his own way, freedom from want and freedom from war," as described by President Roosevelt. The terrible challenge to these ideals which is now stalking Europe will eventually meet its doom. Free peoples of the world have pledged to each other "their lives and their fortunes and their sacred honour in the cause of human freedom," and God willing, there can be but one end to this colossal struggle that is wrecking the peace and happiness of everyone. In the words of the Prime Minister, "With the help of God, of which we must all feel



Breach spot near Pudukad on the Shoranur-Cochin Ry.

daily conscious, we shall continue steadfast in faith and duty till our task is done All will come right. Out of the depths of sorrow and sacrifice will be born again the glory of mankind."

Women Police

It is said that in ancient India, royal queens accompanied their warrior lords to the battlefields and many a queen astride a prancing steed even led her people to the fray. They also formed the rank and file ; and they even guarded palace doors ; but we know not whether it was for their valour or their beauty they were chosen as royal guards. They must have been loyal, brave and devoted.

In Travancore where for centuries wise women have ruled in every home, today girls can be seen in pleated skirts and forage caps, armed and drilled, this Squad of the Travancore Women Police look smart and picturesque. We hope a few of them will grace the Railway stations in the State with their sturdy mien and good looks.

A New Feature

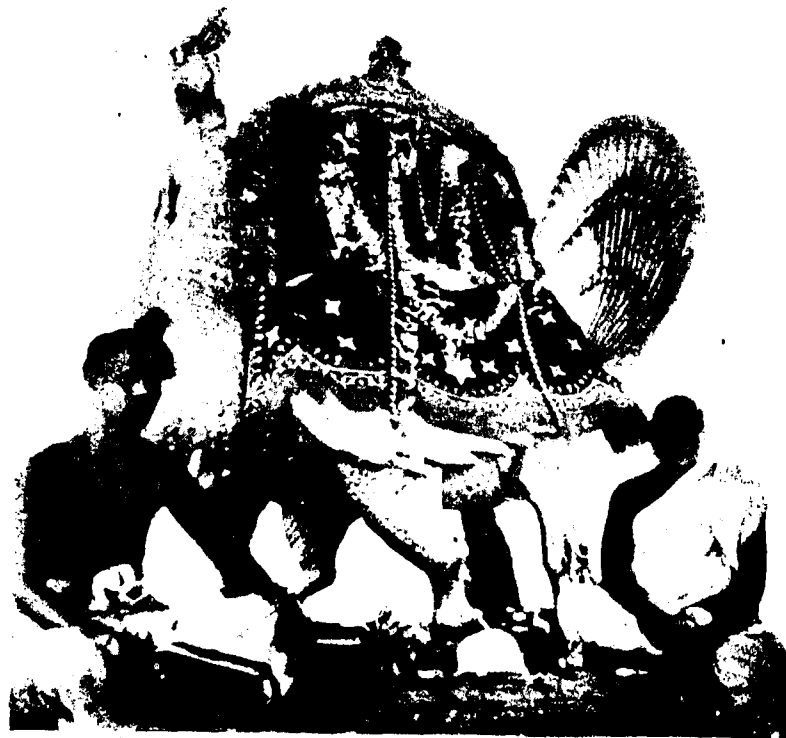
We have pleasure in announcing that it is proposed to publish a series of interesting articles on "Drawing made easy" by Mr. G. A. Slater, Signal Engineer, the Madras and Southern Mahratta Railway, Madras, in the future issues. They will be fully illustrated and exercises will be set for readers who may like to improve their drawing or sketching. These exercises can be sent on to the author for correction and advice. The first chapter will appear in the October, '41 issue.



A bridge between Ottapalam & Shoranur washed away during the recent Cyclone in the West Coast

Palni, the Sacred Hill of 'Muruga'.

(By J. M. Somasudayam.)



The Sacred Peacock.

THE Palni Hill is set amidst a group of ranges of the same name forming an offshoot of the Western Ghats. Five miles to the north are the Varahagiri and the Kodaikanal ranges, and looking across these are two other large valleys in the Palnis and the bold cliffs which separate them. Framing the eastern side of this beautiful prospect and on the edge of a vast expanse of water—the Vyavipuri lake—rises the Palni Hill, 150 feet high, the top of which is crowned by the

famous temple to 'Muruga' in his form Sri Dandavudhapani Swami.

Palni, situated almost equidistant to the district headquarters of Madurai, Trichinopoly and Coimbatore is 36 miles from Dindigul on the South Indian Railway main line. A branch line opened in 1928 from here connects Palni, Pollachi, Palghat and Podanur. The town which spreads itself at the foot of the hill is 1,068 feet above sea level. Its name is said to be derived from Pothini, the capital of one of its ancient Velir chiefs. It is also said to be derived from the Tamil words "Pazham Nee" * as expressed by Siva and Parvati, the divine parents to 'Muruga'.

Before its acquisition by the British in 1790, Palni was the capital of an extensive estate and was one of the twenty-six Palayams included in the Dindigul Province. It has been a Municipality since 1886.

*The account is that at Mount Kailas Siva offered a pomegranate fruit to whoever of his two sons—Muruga and Ganesa—could go round the world the quicker. Muruga mounted his peacock and set off at a great pace, but Ganesa whose portly figure handicapped him in such a contest took thought and walked slowly round his parents and claimed that as they were the Universe itself, he by so doing had come round the world and won the prize. Siva admitted this reasoning and bestowed on Ganesa the pomegranate. Subramanya completed the journey and was wroth to find that the fruit had already been won. He left Kailas and betook himself southwards. It is said that Siva and Parvathi attempted to endear him at this site by saying "Pazham Nee" "thou art thyself the fruit of all wisdom and knowledge". Muruga was not appeased, it is related, but took himself to Tiru-avi-nan-kudi and later to the shrine on the Hill itself.

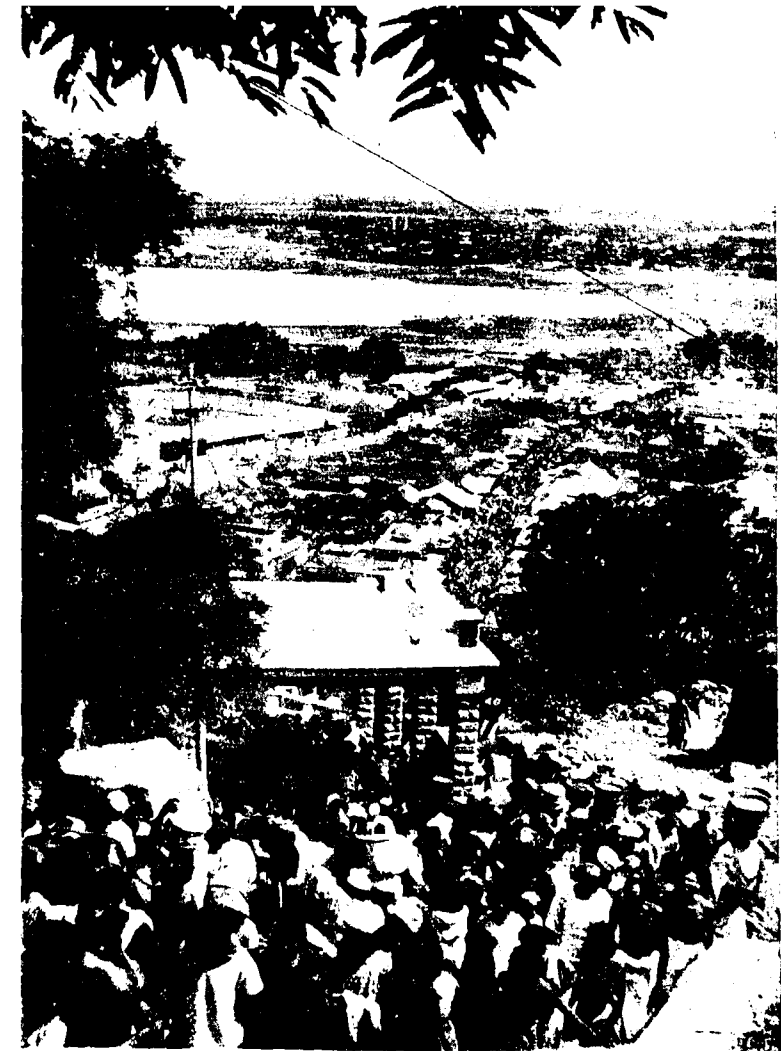


The Vyavipuri lake with the Palni Hills in the background.

and due mostly to the popularity of the Hill Temple has a population of about 25,000. It is also the Taluk headquarters and has a District Munsiff's Court, a Government Hospital, a Municipal High School, several other Government Offices and a travellers' bungalow. The town and the foot of the hill are spotted with several chatrams or rest-houses founded by different communities and individuals for their special convenience and these are also available to the casual worshippers the whole year round. The Hill and the Adivaram with the Tiru-avi-nan-kudi temple form a distinct unit, and a little removed from it is the town proper. The electrically lit Hill, and the prospect of the town lying at its feet is a sight which will always linger in one's memory.

Round the Palni Hill runs the "giri-veedhi", a sandy road adorned at intervals with many mantapas, the four sides of which contain large stone images of the peacock, the favourite vahanam of 'Muruga'. The road is pleasant with vegetation all around with the Idumban Hill and a small lake nearby. The "giri-pradakshina" (walking round the hill) is considered holy particularly during the early hours of the Agni Nakshatra fortnight in the month of May, when scores of thousands of people walk round the hill as an act of pious duty. It is considered that the fragrance of the blossoming medicinal herbs and the kadamba trees (*Eugenia racemda*) growing on the hill-sides produce a tonic effect.

The temple on the top is reached by a winding flight of steps. On some of the stone steps are cut out the names of their donors and foot-prints of some of the devotees. The flight of steps is flanked



Devotees thronging the steps.

on either side at frequent intervals by mantapas and shrines to Ganesa, Subramanya and other deities and the whole way is crowded with pilgrims passing up and down the hill, ascetics smeared with holy ashes and a great many indigent and forlorn



men and women from all parts of the southern districts.

Puranic accounts ascribe a divine origin to the very hills which are said to be from Mount Kailas itself brought hither by Sage Agastya as a gift from Siva. There is no doubt that the shrine on the hill dates from ancient times. Successive rulers of the adjacent country and a great king of Kerala, Cheraman Perumal, endowed the temple in the early days. Inscriptions on the northern and southern walls of the main shrine refer to Pandyan, Mysorean and Vijayanagar benefactions. Tirumalai Naick, Ruler of Madura and the local Polygars worshipped at this shrine and enriched it.

The main temple building has no exceptional architectural merit except perhaps the inner halls known as 'the Navaranga and Paravel Mantapas' which contain a few sculptures of their donors. In a corner of the south-western corridor of the inner quadrangle of the temple is a shrine dedicated to Nava Durga and Saint Bogar. The great Saint Bogar Sildha is said to have lived here and consecrated the principal image, and an underground passage is shown where he finally entered, never to appear again.

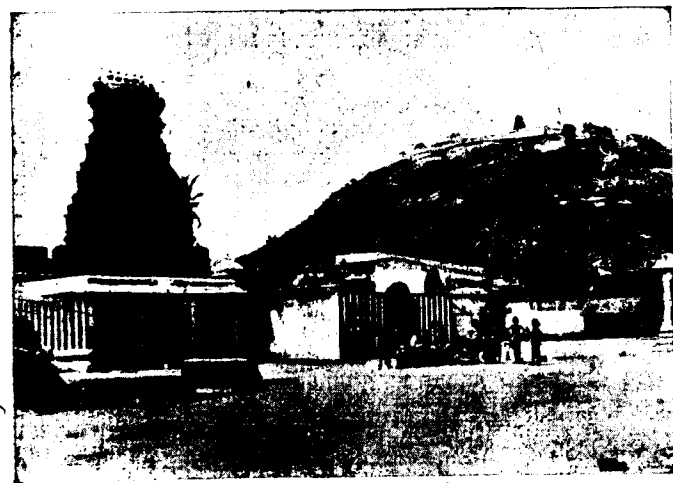
Sri Dandayudhapani in the familiar pose of a youth with a light staff in his hand is the deity worshipped in the central shrine. During the principal festivals of the temple in January, April and May, thousands of devotees from the Tamil



Pilgrims walking around the Hill.

country and Malabar throng to Palni with pious vows and costly offerings.

A vast devotional literature has grown about 'Muruga' and His idyllic abode in the Palni Hill. The Tamil classics of the second and third centuries A.D., Saint Arunagiri and almost every Tamil poet of renown have sung the praises of the Lord, and these have a popular appeal. It is curious that at a niche to the back of the central shrine, even Mussalmans offer worship. They believe that a Mussalman saint — Palni Baya — once resided here. The Tiruvavimankudi temple at the foot of the hill is as ancient as the one on top and is of better build with a small tank adjacent. Attached to the temple is an institution for religious education; a free public library is also maintained out of the temple funds.



Tiruvavimankudi Temple.



Pilgrims at the foot of the Hill.

Not far from the Palni Hill can be seen the ruins of what is known as "Then Palni" and "Varadapatnam" and a number of small shrines. About three miles to the north of the town is a Siva temple on the bank of the Shanmughanadhi dedicated to

Brahadeeswarar which is said to be of Chola origin. The statuary and ornamental stone work in this temple are worth seeing. The location of the temple is ideal, in a beautiful spot with natural scenery in abundance.

First Nazi. There is a red glow in the sky over Hamburg tonight.

Second Nazi. Sunset!

First Nazi—No! R.A.F.

Men should be judged, not by their tint of skin.
The Gods they serve, the vintage that they drink.
Nor by the way they fight, or love or sin,
But by the quality of thought they think.

Stories of the Desert.



Every year during the summer, the Y.M.C.A. and the Y.W.C.A. meet in Conference at Anandagiri in Ootacamund.



Our London Letter

(By Arthur L. Stead)

THE scene is a big city passenger station in London. Dusk is falling and war workers of every kind are making their way homewards. From the adjoining tube stations and buses they pour into the terminal, when, from somewhere just outside there comes the familiar sound of the air raid "alert". Almost before the warning has ceased an enemy plane is heard flying high, followed by the crash of the defence batteries.

Alongside the platforms, the long outgoing trains stand ready to load. Quietly and unhurriedly the stout-hearted London men and women troop across into the carriages, and one after another at their appointed times the heavily-laden trains draw out for Suburbia. All the time, the raid continues; yet railway operations proceed smoothly and sweetly without fuss and without panic, just as they have done now for many months.

This heartening experience is no novelty for the regular traveller. It is just typical of how Britain and her railways carry on in face of every danger and difficulty. Travellers and railway servants alike seem to have completely mastered fear, and the Nazis have no more chance of successfully invading Britain than they have of capturing the moon! Before this letter sees the light of day, of course, it is not unlikely you will hear of suicidal efforts by Hitler & Co. to bring England to her knees; rest assured our Army, our Navy, our Air Force and our civilians are one and all bursting to get to grips with the aggressors, and if anybody has the "wind up" at this moment of writing, it is undoubtedly those miserable German troops who may ruthlessly be sacrificed in foolhardy invasion schemes to please the vanity of a dictator.

At the very centre

Our railways are well satisfied with their achievements of the past months, and rightly so, for never



Casualty Evacuation Train Rehearsal on the London and North Eastern Railway.

once have they failed to meet every demand of the Armed Forces, while at the same time performing vital work in keeping the wheels of industry moving. Every railway employee is today a front-line fighter and from Land's End to John O' Groats, confidence and cheerfulness permeate the whole half a million workers on the "Iron Way". They know that right and justice must prevail; they know that you liberty-lovers in India, like our colleagues throughout the British Commonwealth, are behind them heart and soul; and they know just what a tremendously important part is going to be played as the days pass, by the ever-increasing arms aid of the United States. Yes, it is good to be in England these days, right in the very centre of the battle for freedom!

In fair weather and in foul, Britain's immense railway network is closely guarded from possible enemy sabotage by 100,000 employee volunteers, members of the railway branch of the Home Guard. The organisation of the railway guard varies somewhat on the different systems, but on each railway there have been formed a group of battalions, each with its companies, platoons and sections covering the length and breadth of the undertaking. Members wear khaki battle-dress uniform and are fully armed with rifle and bayonet as well as being equipped with steel helmet, gas mask, etc. To keep fit, the railway guards drill regularly and their training includes

lectures in scouting, the use of cover and camouflage, airplane spotting and identification etc.

It would be impossible to praise too highly the very fine work these unpaid volunteers have performed in their spare time in safeguarding our railways, and the guards have proved real heroes a thousand and one times when tackling incendiary bombs, mounting guard over unexploded bombs, capturing loiterers, and securing crashed Nazi airmen pending the arrival of the higher military authorities.

Inevitably, there have been casualties among the railway guards, although these have been on a very small scale. Nevertheless, every volunteer guard must, at any moment, be prepared to face danger and discomfort without flinching, and in the gallant manner in which these Home railway men carry on their spare-time patrol duties, there is given to the whole world of free men a rare example to emulate, and a rare inspiration to aid in every possible way in the prosecution of the struggle against brutal aggression.

Women help

Side by side with their male colleagues, an ever-growing army of gallant British railway women face war's dangers and alarms coolly and without fear. Throughout the Home railway service, women are taking up jobs with tremendous keenness. There are female typists and filing clerks, lift attendants and passenger porters, freight porters and dining-car attendants, shop workers and telephonists, carriage cleaners and drawing-office assistants, to name a few of the posts tackled by our women-folk. These new entrants to the service are performing invaluable work in helping speed up operations, and in taking the place of men released for more vital duties. To their daily tasks on the line, many add domestic work in the evenings and at week-ends, while others without home ties gladly labour in their leisure in hospitals, Servicemen's rest rooms and on civil defence.

The most laborious work undertaken by women, on the Home railways as a war-time expedient is that of assisting in the handling of goods traffic in some of the larger freight stations in the midlands and the north, notably on the London, Midland &

Scottish Railway. Speedily and efficiently these female porters barrow miscellaneous freight weighing up to approximately 75 lbs. per piece. Female passenger porters are performing fine war work for all the group lines and London Transport. The latter organisation has something like 3,500 women porters and bus conductors hard at work, and very smart they look in their pleasing uniform, consisting of a grey cloth tunic and divided skirt with grey kepi cap with a long peak and pale blue band. These brave women work precisely the same hours as the men and they carry on unflinchingly throughout the black-out and during air raid alerts.

Outstandingly good work continues to be performed at the Home railway locomotive sheds where the problems of the black-out and the Blitz, are being successfully met. Everything is carried out under subdued lighting arrangements, controlled by master switches. When locomotives come off trains, clinker and ashes are dropped into shallow pits between the rails partially filled with water, which instantly dims the glowing embers. Whitewashed walls and other locality marks assist the work, and although air raid shelters are provided for the staff, these are only used when things become really hot. It should not be forgotten, one of the Nazis' great aims in aerial attack is to hold up transport and thus reduce armaments output. To stop railway operations for every alert would simply be playing into the dictator's hands, and this, you may be sure, Home railway men will never do. Only when an air attack seriously develops does work in that particular spot temporarily cease. In adjoining districts the air raid alert will, of course, be in operation, but railway operations proceed there almost normally.

Under war conditions it is essential that at all costs telegraphic and telephonic communications should be maintained on the railways. Signal and telephone line maintainers working to restore Home railway communications interfered with by enemy air attack, provide hundreds of instances of employee gallantry.

Heroic deeds

Arriving by a light locomotive sent out to examine the tracks and communications after bombs had dropped, a telegraph linesman and his assistant



SHORT STORY

THE ART OF MAKING ENEMIES.

(By J. Neroth.)

THE conviction that he had made a terrible mistake in his choice of a lover did not come upon Suresh gradually. It hit him all of a sudden—from a pair of brilliant eyes in the loveliest face he had ever seen. And the face belonged to a girl, now sitting opposite him in the tram which was carrying him to a picture house.

Before he hit upon the face and the face hit him mercilessly, Suresh had thought that the most beautiful face in Bengal belonged only to his Vasanti, whom barely a month ago he had persuaded to accept him as her god on this side of the grave. That Suresh made a regular hobby of making himself a god to inexperienced young girls, was no secret in every young aristocratic circle where he was a welcome and envied member for his great wealth, his razor-sharp wit, his refined tastes and his advanced views on art and life and death. About his hobby, however, it could not be said that he ever thought of practising it after he met Vasanti. In her he found a perfect ideal. So he decided to marry the girl and gave her his solemn assurance. He was quite proud of his choice too, as he flattered himself that Bengal could never show, at least for a century more, a more beautiful girl than Vasanti. So it was quite an ugly trick that fate had played him by keeping this new girl up its sleeve, to be at last sprung on him in a crowded tram car!

But then Suresh was not the man to be satisfied with the second best when the best was available. And he did not waste any time in trying to discover if his new find could be brought within his grasp. Before the tram came to the next stop he got out of the girl that her name was Madhuri; before it took the next turn in the street he learnt a dozen important things about her, including the fact that she too was going to the same picture. After this interesting disclosure, no one could say that fate was absolutely against Suresh.

In the picture house, Suresh sat next to Madhuri and turned on her the full flood of his charms. Madhuri, who had come to the city only a short while ago, was fascinated by his brilliant talk, his subtle flattery and his marvellous knowledge of cinema acting and cinema actors. When finally they came out of the show, Suresh felt that he could safely walk home feeling the weight of Madhuri's heart in his shirt pocket.

It was all really far easier than he had thought. Madhuri was just a sweet unsophisticated girl who had never had much to do with love before; she thought that Suresh, this handsome, polished young man was just the answer to all her prayers for an ideal lover. And there was no reason why they should not be able to marry, either. Suresh's family and social background were enviable and Madhuri assured him that her father, who after all was only a teacher in a mofussil school, with eight children and five of them daughters at that, would be only too glad to give his blessing.

Now luck, far from being opposed to him, was rather taking his side—as far as Madhuri was concerned. But there was Vasanti! How was he to secure his freedom from the poor girl whom he had assured of his undying love? All night long he lay in bed trying to enjoy the remembered kisses of Madhuri, but Vasanti's injured, tearful face would somehow push past into his mind and spoil all his fun. So he sat up in bed and thought hard. Why not go straight to Vasanti and tell her he could not marry her? But when he thought more about it he knew it was no solution. For one thing, he had to admit that he had not the courage to do so straightforward a thing, and the cruelty of the stroke too was something his refined mind shrank from. Besides, how would a high-strung girl like Vasanti take it? Suppose she screamed and fell down in a swoon! Suppose the neighbours came and learnt the story!

(a boy of seventeen) recently effected temporary repairs to seven important wires. Although warned to cease work owing to unexploded bombs in the vicinity, the pair stuck to their job and afterwards assisted the bomb disposal squad to remove two bombs to a river bank 500 yards distant, thus enabling normal train services to be rapidly restored. On another occasion a signal maintainer who was putting out incendiary bombs during the night discovered a stable near the railway on fire. Donning his respirator, the man entered the blazing building and in spite of the heavy smoke succeeded in rescuing two horses. Previously, this gallant employee had put out a fire caused by a bomb which had penetrated the roof of a bridge signal-box and set the floor ablaze. By his prompt action the box was saved and signalling maintained.

Some of the most thrilling stories of the Blitz, are provided by the heroic work of the railway fire-fighters. On one occasion, two railway office messengers dealt with numbers of incendiary bombs at their place of employment, saving a plan room, a boiler house, a nearby bank and a hydraulic fitting shop. Their night's adventures included tackling incendiary bombs in offices, on roofs, in ventilators and the organisation of a chain of buckets with three stirrup pumps in use simultaneously. Another employee, a fitter, successfully removed 17 road vehicles and 6 trailers loaded with goods from warehouses which were on fire, in spite of continued heavy bombing. Also recognised for his courageous acts was an employee who removed five horses to safety amidst falling shrapnel and bombs, and attacked a fire at a mill. During the latter work he was machine-gunned by enemy aircraft, but he gallantly carried on and following this took charge of a severely injured railway foreman and administered first aid.

Normal Service

Keen to aid the travelling public, the Home railways have adopted many clever schemes to keep

"I abhor every word he says but I shall defend with my life his right to say it."

—*Voltaire*.

Government cannot give us more than we give to it.

patrons posted as to train services. Particularly helpful is the establishment by the London & North Eastern Railway of more than one hundred and fifty travel information posts at large shops, air raid warden's headquarters and other prominent sites in the London suburban area. The system operates as follows: if, for special war-time reasons train services are not running according to schedule up-to-date information is telephoned from the nearest station to these local travel information posts, where an announcement is written by means of black crayon in a white panel on a red bill erected outside. When services are normal, a poster bearing a Union Jack and the words "Normal Service" appears instead. At each railway station a bill embodying an illustration of the special red bulletin board tells the public, in a panel inscribed by the station staff, where the travel information posts in the district have been established.

Servicemen travelling across India enjoy a great deal of hospitality at the hands of railway employees and the public, and at Home everyone is just as eager to make Tommy and Jack comfortable on the journey. On the London, Midland & Scottish line there have been introduced for the benefit of Servicemen travelling by train extemporised buffet cars serving light refreshments of all kinds. The cars have been provided by converting ordinary passenger compartments into travelling canteens. An adjacent compartment is used as a food-store, and a lavatory is converted into a washing-up room. On the London & North Eastern line, modern buffet cars have been installed exclusively for the use of members of His Majesty's Forces, including the Mercantile Marine. The cars are staffed by the V. M. C. A. and Salvation Army, and cheap canteen prices are applicable.

Once again, in closing my quarterly Letter, let me send to all of you, our Home railway folk's appreciation of your efforts. Carry on, India!

We cannot all be rich but we can all be honest and just.

There is a mile of railroad in the United States for every 12 sq. miles of land area.

Suppose the story spread and reached the ears of Madhuri! . . . Oh! no; it was not the right line at all! He must find a way out to make Vasanti or Vasanti's father give him up. There it was! Now he remembered. The girl had a father, a bit of a Zemindar hugging his impoverished title, who almost doted on his daughter, and Vasanti had such a high notion of filial duty that she would never do anything to displease her father, let alone marry against the wishes of the old man. The whole thing was clear to Suresh now—he had simply to incur the deep displeasure of the old guy, even hated by him if necessary.

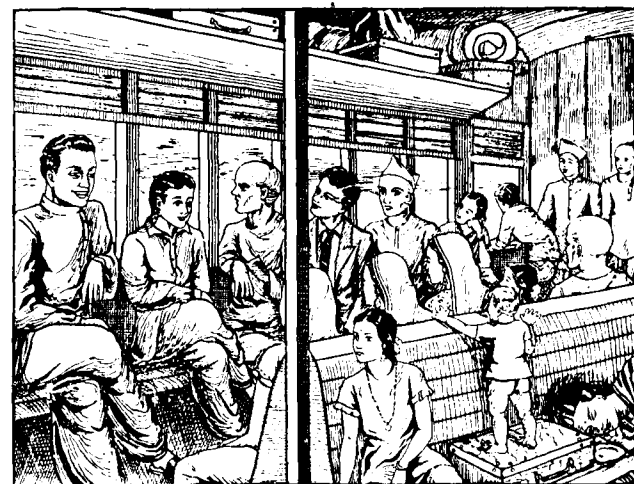
The only problem was how.

* * * *

Now Suresh had always claimed an original mind. And to be sure, that rare gift, defying and transcending all limitations of common sense, now flashed into his mind a brilliant idea—rare and striking like a poet's vision. He would meet Vasanti's father as though by accident and make himself thoroughly nasty to the old guy. Old men were conservative: they respected wealth, rank, tradition, social laws and things like that. But he would talk the most outrageous things, air opinions that must shock every decent, and even a good many indecent men, and if necessary would go to the length of insulting that worthy in that acid, subtle, biting way that cynical young dandies of our cities have made a fine art of.

Going to Vasanti, he got a photograph of the old fellow, as well as his address. Next, he sent a false telegram to him in the name of one of the old man's intimate Calcutta friends, urging him to start by the next mail; and then nicely calculating the time and the likely train the old man would be coming by, Suresh went three or four stations up and waited for the train. As his eyes hunted up each compartment when the train steamed in, he could not help smiling. For there, in a crowded third class, was the old man himself, sitting and fanning with a palm-leaf fan. It was a hot June day.

Suresh got in; surveyed the passengers with brief, half-shut eyes, and then shrugged, as though at the uninteresting, stupid, dull faces he saw all



around, and slowly sat down in a corner seat. Just as the train moved, his eyes wandered to a group of three or four young ladies at another corner. With a cynical smile, he said to no one in particular: "It's terribly hot of course. But seeing how our young ladies prefer to dress, one'd think we were all sailing up the arctic snow for a picnic at the freezing pole! They've enough dress on them to start a clothes store with, on Central Avenue!" He shrugged and laughed, in the full Shavian manner.

A middle-aged man sitting near Suresh did not like this pointed and impolite remark about the dress of the lady passengers, and took up the challenge: "How'd you then have them dressed, Babu?" he asked.

"Well, if you want me to be frank," said Suresh turning to him, "I won't have them dressed at all! Nudity, especially in our burning climate, is the most sensible thing for India. Besides, it's economic, healthy and terribly patriotic."

"How 'patriotic'?" asked a kadhari-clad young man.

"A new-born baby could understand that," replied Suresh, with a pitying look at the questioner, "If all Indians go naked, Lancashire and all other British cotton mills'll have to throw up their hands in despair, and Dominion Status or Full Independence, if you prefer it, will descend on India before

you know it—the principle is Gandhiji's of course, but pushed to its full logical limit to be really effective!"

There was some laughter at this. All the young men could not help laughing, but it was an uneasy, nervous laugh, as they saw the elderly men were frowning at Suresh. One of them, a premature old gentleman with a pair of pince-nez, which was having a dangerous time on the too thin bridge of his nose, said: "Where d'you get your notions from, young man?"

"Where do all the brilliant, world-saving notions generally come from, sir?" returned Suresh in the same acid tone. "From the brain waves of geniuses of course!"

"And you evidently believe you are one!" sneered the same pince-nez wearing man. "If so, you might as well know that no other man in this compartment is prepared to take your arrogant insolence for genius!"

"But there are the *ladies* of this compartment, sir, whom you've safely omitted," smiled Suresh. "For all that you know, they may be with me and not with you!" An embarrassed laugh escaped from many, though no one wanted to. "But never mind that," continued Suresh. "Throughout history it's been the privilege and the tragedy of geniuses that they have been the only people, while they lived, to believe in themselves, that is to say, as long as they had only blockheads like you for neighbours!"

At this direct personal insult a shock went through the whole crowd of passengers. They looked at one another helplessly, wondering if no one could be found among them to put this audacious young man in his place. Suresh wanted to take a good look at Vasanti's father and see how the old man was taking it all, but of course, from the general chilly and hostile air about him he could say that the old guy was as shocked to death as all the other grey heads about him.

The train was now slowing down at another station. The pince-nez wearing man looked like ready to get out, as well as the young ladies, and also a fair-

complexioned grey-headed man who was perhaps their father. The man with the pince-nez said to Suresh: "Good-bye, young man. We prefer to go to another compartment. The Railway Company ought to do something to save decent passengers from dangerous fellows like you!"

"Yes, yes," said Suresh. "I do say they ought to reserve a compartment to huddle all the old block-heads like you, so that other passengers may have a better journey!"

* * * *

Suresh was in some haste for the final winding up of his Vasanti affair. Having scotched the snake, he did not feel safe till he had finally killed it and was quite free to start his game with Madhuri. So the very next day he called at Vasanti's house. He approached the house nervously, ever on the alert to retrace his steps in case the old man thought of greeting him with a club or a dagger or something like that! But to his surprise he saw the old guy coming down the steps of his house with the warmest of smiles for Suresh! Then putting his hand around Suresh, he led him inside as though Suresh were his very son whom he was now meeting after a long absence.

"Vasanti's just gone out," he said as soon as he got Suresh seated comfortably. "But she won't be long; and in the meantime let me say how glad I was to meet you in the train yesterday!" He smiled knowingly. "You must be a bit impatient to learn what I think of my daughter being married to you. Well, I am happy to tell you that I am very fortunate to get a young man like you for my son-in-law. Vasanti is indeed a lucky girl!"

Suresh blinked, and then swallowed. What does the old fellow mean?

"I like everything about you," the old man continued. "Your dash, your pluck, your frank straightforwardness. Your ideas did not shock me. They are quite interesting. They are original and very daring. I wish there were more young men of your type in our country. The salvation of our motherland depends on young men of your type

and with your ideas. I wanted to tell this to all those conservative fellows in the train, but there were so many of them and they'd have eaten my head away! I'm so fortunate! Vasanti is lucky!"

Suresh began to shift uneasily in his chair. He looked up at the ceiling. He drew out his kerchief and blew his nose. "The old idiot!" he muttered under cover of the kerchief.

"And don't for a moment think I am the least bit angry with you for sending that false telegram," the old man was continuing in his admiration for Suresh. "It was a daring stroke. No other method could have brought me so quickly to Calcutta. I can understand how impatient you must have been for my approval—quite natural for a young man in love. I admire your efficiency!"

"Damn you!" Suresh cursed the old guy in his mind. He only wanted to escape under some pretext and wondered how he could do so with any show of grace. "But, sir, after all—I am not—" he began, "I mean—I am not quite worthy—"

"Not worthy to be my son-in-law?" asked the old man incredulously. "Come, Suresh, don't try to be modest. Modesty's an old-fashioned virtue and doesn't become you. Of course you know it. Now, tell me when do you want the marriage to take place?"

Suresh's famous originality seemed to have left him for the moment. So he began some weak apology: "But—but I haven't talked the matter seriously with my mother and my people, and it'll take—I mean—"

"Oh, is that all?" the old man made light of the objection. "We shall then go straight to your house and fix up the matter with your people. I mean, about the dowry, and the date, and things like that. About the dowry, never mind, we Zemindars are having a bad time now—I'll try to give the best I can. I mean as good a sum as you deserve. You deserve a very good dowry. I admire you, your ideas, your efficiency. They nearly approach the German standard. No harm in copying the best in the Nazis. That's one way of beating those



fellows. What d' you think, Suresh?" The old man went on talking as though Suresh had already married Vasanti and he and his brilliant son-in-law were out on a crusade to regenerate the whole of India.

Suresh made one last desperate attempt at escape. He looked at his watch and said: "Sir, I just forgot! I ought to have met a friend ten minutes ago! Hope he is still waiting for me. But I shall return in about twenty minutes, and then we can together—"

"You mean we could go together to your house then and talk things over?" asked the old man.

"Y-yes—I mean—well, yes, yes—" said Suresh, glancing hopefully at the door, much like a trapped animal looks out of its cage.

"Good!" cried the old man. "Please see you don't take long. I'm going to dress immediately and wait for you. I've an idea that Vasanti's horoscope fixes June or July as the best month for her marriage—you wouldn't like to miss the auspicious month?"

Once outside the door, Suresh ran and only stopped on the street to wipe the sweat off his forehead. He dared not even look back as he feared that the old man might get a renewed attack of admiration for him and come back after him! He stopped a passing taxi, jumped into it and directed it to Madhuri's address.

"Now, what am I to do?" he started thinking in the taxi. "I think I should go and get a medical

certificate that I've got tuberculosis, that five years ago I contracted some unmentionable disease—but who knows, the old chap may wave aside even such things, or start curing me. . . . Damn the fool!" He suddenly found himself swearing. He only wanted to think of Madhuri. In ten minutes he would be meeting her. The thought of Madhuri gave him fresh life. He sat erect. "Perhaps I'd better marry Madhuri without the knowledge of Vasanti and her old idiot" he thought. "Madhuri's father's after all only a poor teacher. He is sure to oblige me."

The taxi stopped at Madhuri's poor residence. Suresh went up the gate, knocked at the door and waited. Soon the door opened and a fair complexioned, grey-headed man stood in the doorway. Suresh got a sudden feeling that he had met this man somewhere. The man was staring down at Suresh, with his hand still on the door, which he did not open fully. Suresh began to feel a bit uneasy.

"Babu, I think I've met you—" he tried a timid introduction. The other did not reply but continued staring at Suresh coldly. "Perhaps you are, Babu, Madhuri's—" Suresh tried again.

Now the old man let go his hand from the door and pointing it towards Suresh with the menacing accuracy of a lancer, said: "So, you are the Don Juan who under cover of wealth and family name, go about the city trying to waylay and corrupt innocent girls, eh?"

The withering contempt of his tone was more telling than any blows he could have given Suresh.

"Babu, you've misunderstood me," Suresh tried to soften the man.

"Misunderstood you, have I?" sneered the old man, the clouds of anger in his face looking larger and darker. "Perhaps you don't know that I was in that train with my daughters and saw your insulting, arrogant behaviour, and heard all your silly, wicked, godless ideas, your—"

In 1939-40, 50,573,183 million passengers travelled on the South Indian Railway and paid a total fare of Rs. 1,83,90,979.

"Babu," pleaded Suresh, "if I'd but known they were Madhuri's sisters, I. . . ."

"You'd have then started making love to them, proposed to take them to pictures and—and—" His anger had choked all the rest.

Suresh could now see that the storm would soon burst. He began to feel quite unsafe. "What I expected at Vasanti's house, I am getting here!" the thought ran in his mind "If only these two men could somehow get exchanged!" he wished. Then suddenly he cursed himself for entertaining such absurd ideas at a time when he ought to be really thinking of the best way of escape "Babu, what I talked in the train were not my real opinions. I—" he tried to explain.

The old teacher smiled sarcastically. "As if men of your type have any real opinions at all!" he flung at Suresh. "I know you and your kind. It is not for nothing that I have been a teacher for thirty years. You have no principles, no opinions—except a silly, arrogant, wealth-intoxicated notion that you could somehow bluff the whole world and manage to snatch all you want from life!"

Suresh knew the game was up. So he said as an excuse to get away: "Babu, to-day you are too angry to hear me. I'll call on you some other day and explain. . . ."

Suddenly the storm burst. With his teeth bared and his hands clenched, the old teacher came down the steps and advanced towards Suresh.

But Suresh had backed to the gate in time. It was a miracle to him how he had managed it. For his knees had been shaking so!

"If you dare show your face again here, you dirty *badmash*!" the old man's warning pursued Suresh. "If I were not a believer in non-violence you'd have by this time—I'd have by this time"

Suresh could not hear the rest, for he was already in the wide street—and wiping off the cold sweat from his body and dress as best he could!

The longest non-stop passenger train is in the United States of America between Salt Lake City and Caliente Nevada, a distance of 324.5 miles.

A Festival of Lights.

(By K. S. Ananta subramony).

IN November, this year, Trivandrum will witness the commencement in the Sri Padmanabhaswami Temple, of the famous sexennial ceremony called Murajapam which lasts for 56 days and culminates in the festival of Lakshadeepam or a hundred thousand lights.

The Murajapam which literally means a course of recitation or chanting of Vedic hymns, actually consists of seven courses, each of eight days' duration. Nambudiri Brahmins from all over Kerala flock to Trivandrum to take part in these recitations and are treated with princely hospitality.

The origin of the Murajapam goes back to the days of Maharaja Veera Martanda Varma, the founder of modern Travancore. Martanda Varma was a great conqueror, and it was after a series of successful campaigns, during which he subjugated a number of petty rulers and chieftains that he gave Travancore her present territorial configuration.

But this great Kshatriya was nothing if not spiritual. When he contemplated his wonderful

achievements he was stricken with remorse and seized with an earnest desire to atone for the sins he had committed of war and slaughter. And so, he summoned all the learned Brahmins of Malabar, Madura and Tinnevely and sought counsel of them. And they, sitting in high synod, advised him to inaugurate the ceremonies of Bhadradeepam and Murajapam in the temple of Sri Padmanabha, the prayers adopted for them being those prescribed in the Vedas, as having been followed by the Kshatriya king, Kartaviryaarjuna. The Bhadradeepam was a half-yearly festival, and twelve Bhadradeepams were followed by a Murajapam. The first Murajapam and Lakshadeepam were celebrated by Maharaja Martanda Varma in 1750-51.

It is interesting to note, in this connection, that some months earlier, in January 1750, the Maharaja performed a supreme act of self sacrifice and devotion, unequalled in the annals of any country. On an auspicious morning, accompanied by his Prime Minister, the Heir-apparent and all the other members

of the royal family, Martanda Varma proceeded to the Sri Padmanabhaswami temple, laid in the presence of the high priests the state sword on the mantap in front of the deity, dedicated his domains to the Lord and assumed their management as His servant and representative, calling himself Padmanabhadasa, the proudest of the titles borne by the Maharajas of Travancore ever since.

Since Martanda Varma first conducted it 190 years ago, the Murajapam has been celebrated without a break every six years. The ceremony involves the feasting on a sumptuous scale of about 5,000 persons twice daily for 56 days. The ceremonial consists of four kinds of Japams or recitations of Mantras. One is the Murajapam proper or the recitation of the Vedas in the morning inside the temple. A course of recitation lasts for eight days and seven such courses are gone through.

The second is the Mantrajapam. This also takes place inside the temple simultaneously with the Murajapam every morning. The third is the Sahasranamajapam or the repetition of the

thousand names of Lord Vishnu at 2 o'clock in the afternoon also within the temple.

The fourth is the Jalajapam which is performed between 5-30 and 6-30 in the evening, the reciters of the Mantras standing knee-deep in water in the Padmathirtham, the tank adjacent to the Sri Padmanabhaswami Temple. The object of the Jalajapam is to ensure the prosperity of the State and its protection from enemies and is an invocation to Varuna. It was started soon after Martanda Varma had completed his conquests.

On the last day of the festival, after dusk, thousands of tiny lamps are lit in the premises of the Sri Padmanabhaswami Temple simultaneously at a given signal, and the name of the Lord is loudly uttered again and again by the devotees. It is a sight that one should never miss, the more so because it occurs only once in six years.

The Murajapam and especially the Lakshadeepam attracts thousands of pilgrims and visitors from all over India, and the Government of Travancore make every arrangement for their pleasant stay.

WHAT THE GERMANS THINK.

"It is possible to use natives in industry and on plantations, but he must not be allowed to strike or form any trade union organisation.

The native must be kept in his own country and sphere. •

In no circumstances must he be brought to Europe as a servant, labourer or student. . . . he must be barred from the theatres, picture-houses and health resorts of the white population."

—Dr. Gunther Hecht.

"IT IS SICKENING to me to observe the British encouraging education among the natives, even

going so far as to allow them to enter the Universities and Colleges in England. It passes my comprehension altogether that they allow them to enter Government Service in their own colonies, where, unless they are checked in time, they will eventually occupy executive positions.

"THE GERMANS being supermen, have every right to determine how the natives should live; the natives should never be allowed to forget they are an inferior race and their lives, their work and their actions should be at the disposal of the Germans to exploit as they wish."

—E. T. Robasche.

THE PERJURER.

On June 10, 1940—Mussolini said:

"I solemnly declare that Italy does not intend to drag other peoples who are her neighbours by sea and by land into the conflict.

"Let Switzerland, Yugoslavia, Egypt, and Greece take note of these words of mine."

On Oct. 28, 1940—Italy, on Mussolini's orders, invaded Greece.



Sri Padmanabhaswami Temple and Tank—Trivandrum.

War Calendar.

- 17-3-41 British troops capture Berbera, capital of British Somaliland.
- 19-3-41 British troops capture Jig Jiga in Eastern Abyssinia.
- 20-3-41 Cabinet split in Yugoslavia. Fierce air raid on Plymouth.
- 21-3-41 British troops occupy Hargeisa in British Somaliland.
- 22-3-41 Soviet assurances to Turkey.
- 24-3-41 Britain warns Yugoslavia not to sign the Axis pact.
- 25-3-41 Yugoslavia signs the Tripartite Pact.
- 26-3-41 *Coup d'etat* in Yugoslavia. Regent Paul flees from the country. King Peter becomes ruler.
- 27-3-41 Agreement leasing Atlantic bases to United States signed.
- 1-4-41 Nazi ultimatum to Yugoslavia. Asmara, capital of Eritrea, captured by British and Indian troops.
- 2-4-41 Cordell Hull rejects German and Italian demands for the release of seized Axis ships.
- 3-4-41 United States demands recall of Italian Naval attaché. Count Telski, Hungarian Premier, commits suicide.
- 4-4-41 *Coup d'etat* in Iraq. Rashid Ali seizes power.
- 5-4-41 German invasion of Yugoslavia and Greece.
- 6-4-41 Addis Ababa falls into British hands.
- 10-4-41 United States establishes air bases in Greenland. A new Croate State is proclaimed.
- 11-4-41 President Roosevelt reopens the Red Sea to American shipping.
- 12-4-41 Hungary invades Yugoslavia.
- 14-4-41 Soviet-Japanese Neutrality pact signed.
- 15-4-41 Russia informs Marshal Chiang that her policy of aid to China is not affected by her pact with Japan.
- 16-4-41 Earthquake in Mexico. London severely bombed by the German Luftwaffe.
- 17-4-41 Greeks evacuate Albania. Severe fighting in Greece.
- 18-4-41 British warning against bombing of Athens and Cairo. R.A.F. batters Berlin.
- 19-4-41 Greek Premier, Korit Zis commits suicide.
- 22-4-41 Amery moves resolution in the Commons to extend the Governor's rule in the Indian Provinces for another year.
- 23-4-41 Northern Greek army surrenders. Allies resist Nazi advance.
- 24-4-41 Axis-Greek Armistice signed.
- 26-4-41 Axis forces cross Egyptian frontier.
- 27-4-41 Germans enter Athens. Italians defeated at Dessie.
- 28-4-41 Col. Lindbergh's resignation of Air Corps Commission is accepted.
- 30-4-41 United States warns Vichy to remain neutral. German-Spanish negotiations; Threat to Gibraltar.
- 3-5-41 British Cabinet reshuffle. Lord Beaverbrook appointed Minister of State.
- 4-5-41 Iraq artillery shell British air bases. Rashid Ali appeals for German help.
- 8-5-41 The Negus enters Addis Ababa. Stalin becomes Soviet Premier.
- 9-5-41 Vichy's new agreement with Berlin.
- 10-5-41 Enemy aircrafts raid Suez Canal zone.
- 13-5-41 Houses of Parliament and Westminster Abbey damaged by Nazi planes. Big Japanese drive in southern Shansi.
- 14-5-41 Rudolf Hess lands in Scotland.
- 15-5-41 Hitler sends a personal note to Turkish President.
- 17-5-41 German aircraft use air ports in Syria. Nazi aircraft in Iraq.
- 18-5-41 More Nazi planes in Iraq. Nazi planes raid Habbaniyah. Duke of Aosta surrenders. Amba Alagi surrounded by Imperial forces.
- 21-5-41 British troops capture Faluja.
- 23-5-41 General Smuts made Field Marshal on his 71st birthday.
- 24-5-41 British battle cruiser *H. M. S. Hood* blown off the coasts of Greenland.
- 25-5-41 King of Greece and Greek Government leave Crete for Egypt.
- 27-5-41 Heavy fighting in Crete. British Navy sinks the *Bismarck*.
- 2-6-41 "Cease fire" in Iraq. Armistice signed.
- 3-6-41 British evacuate Crete.
- 4-6-41 State of seige proclaimed in Syria.
- 6-6-41 British occupy Mosul in Iraq.
- 7-6-41 Heavy air raids on Alexandria.
- 8-6-41 Nazis take air ports in North Syria.
- 9-6-41 Free French and Imperial forces enter Syria.
- 10-6-41 Allies surround Damascus.
- 22-6-41 Germany declares War on Russia.

"We shall Come Through."

"Some have compared Hitler's conquest with Napoleon's. It may be that Spain and Russia will shortly furnish new chapters to that theme. It must be remembered however, that Napoleon's armies carried with them the fierce, liberating, equalitarian winds of the French revolution, whereas Hitler's empire has nothing behind it but racial self-assertion, espionage, pillage, corruption and the Prussian boot. But Napoleons have flashed away."

* * * * *

"There is only one thing certain about a war and that is, that it is full of disappointments and full of mistakes. It remains to be seen however whether it is the Germans who have made a mistake in trampling down the Balkan States and in making a river of blood and hate between themselves and the Greek and Yugoslav peoples."

* * * * *

"No prudent and far-seeing man can doubt that the eventual and total defeat of Hitler and Mussolini is certain in view of the respective declared resolves of the British and American Democracies."

—Churchill.

"I say that England will win if the United States sees to it that its ever increasing production reaches the British Isles."

"I say to Hitler 'You have never met any people like us and you had better implore whatever pagan God you believe in, that you may be spared that day'."

—Wendell Willkie.

"We shall win the war. I do not say that in any easy optimism but with supreme confidence."

"Our cause is the cause of the United States and of all civilised people. It is the cause of the common man."

—Menzies.

"Humanity will never permanently accept a system imposed by conquest and based on slavery."

—Roosevelt.

"British sea-power will beat Hitler in the end. In all major wars Britain had fought since the days of Elizabeth, sea power had ultimately brought victory. So it will be again. It is British sea-power which will ultimately stretch out its fist into the mountains of Bavaria, into the depths of the Black Forest and the region where the sea is only a name and will bring Hitler to ruin. Some Germans know this now."

—Lieut.-Commander Fletcher.

"Britain is investing in friendship as Germany is investing in hatred in the process of the war, and Britain is thus the capital from which the real new 'world order' will be floated after peace."

"Germany is thus winning the victories and losing the war."

—General Smuts.

"The question of safety of this hemisphere and this country calls for resistance wherever resistance will be most effective."

—Cordell Hull.

Blitz :

Term of endearment for the evening raid, e.g., "I left early to get home before the Blitz."



V. Padmanaba Menon, P. Decuadalu, H. A. Lopez. The "Bevin" Boys of the 1 Batch from the Golden Rock Workshops have arrived in England and are undergoing training.

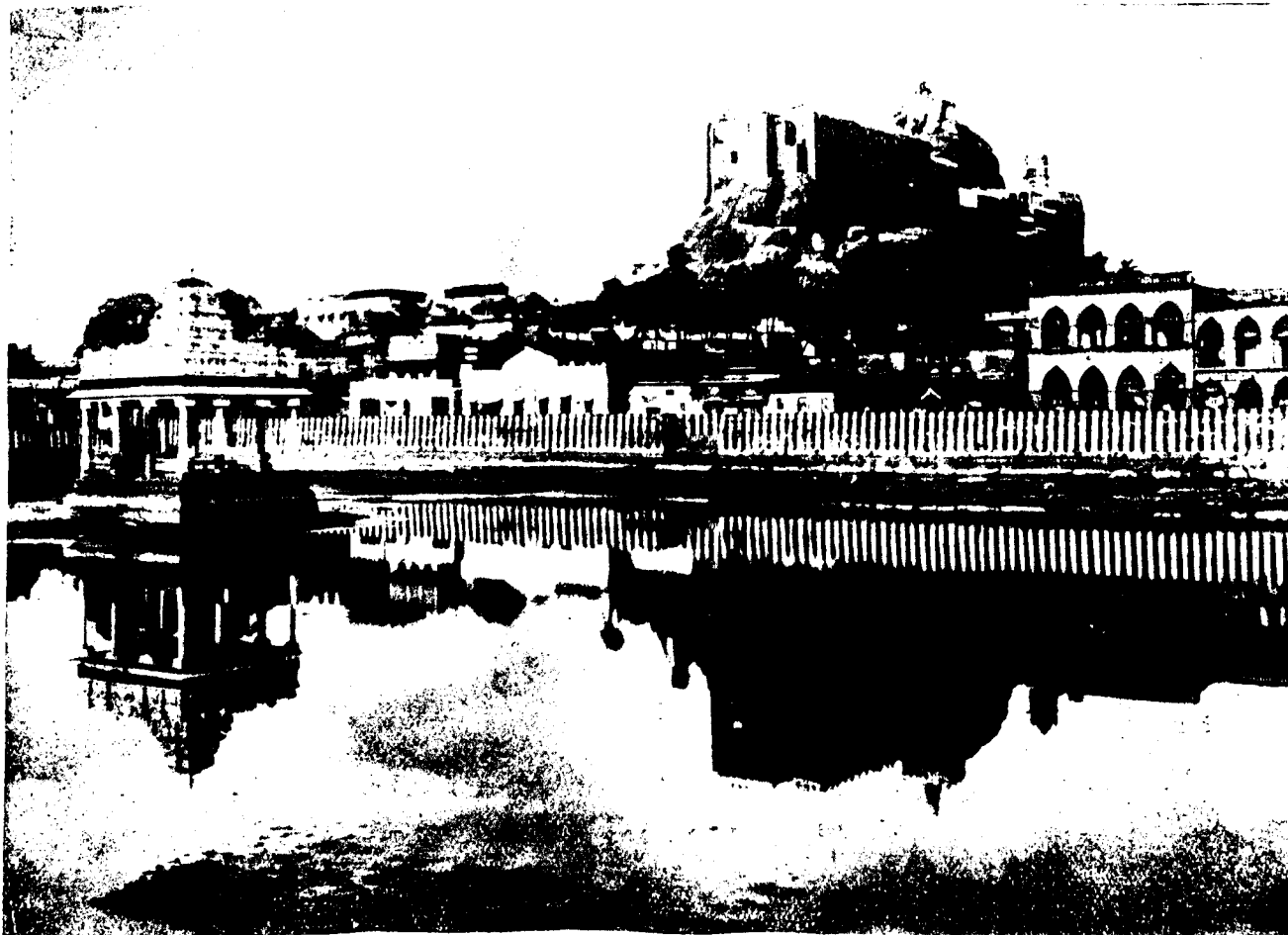


The Shore Temple Mahabalipuram.

Trichinopoly

While yet within a few miles of Trichinopoly, the traveller will be attracted by the famous rock and temple. Round the temple clusters on all sides a modern city. The rock and the temple on it have kept eternal watch over its inhabitants for centuries

and given point to their faith and direction to their thoughts. The building of the temple is ascribed to the Pallavas (7th century). Its vicissitudes have been many. British and French armies, Muslim invaders and marauding chieftains have fought within its precincts.



The Rock Temple—Trichinopoly.

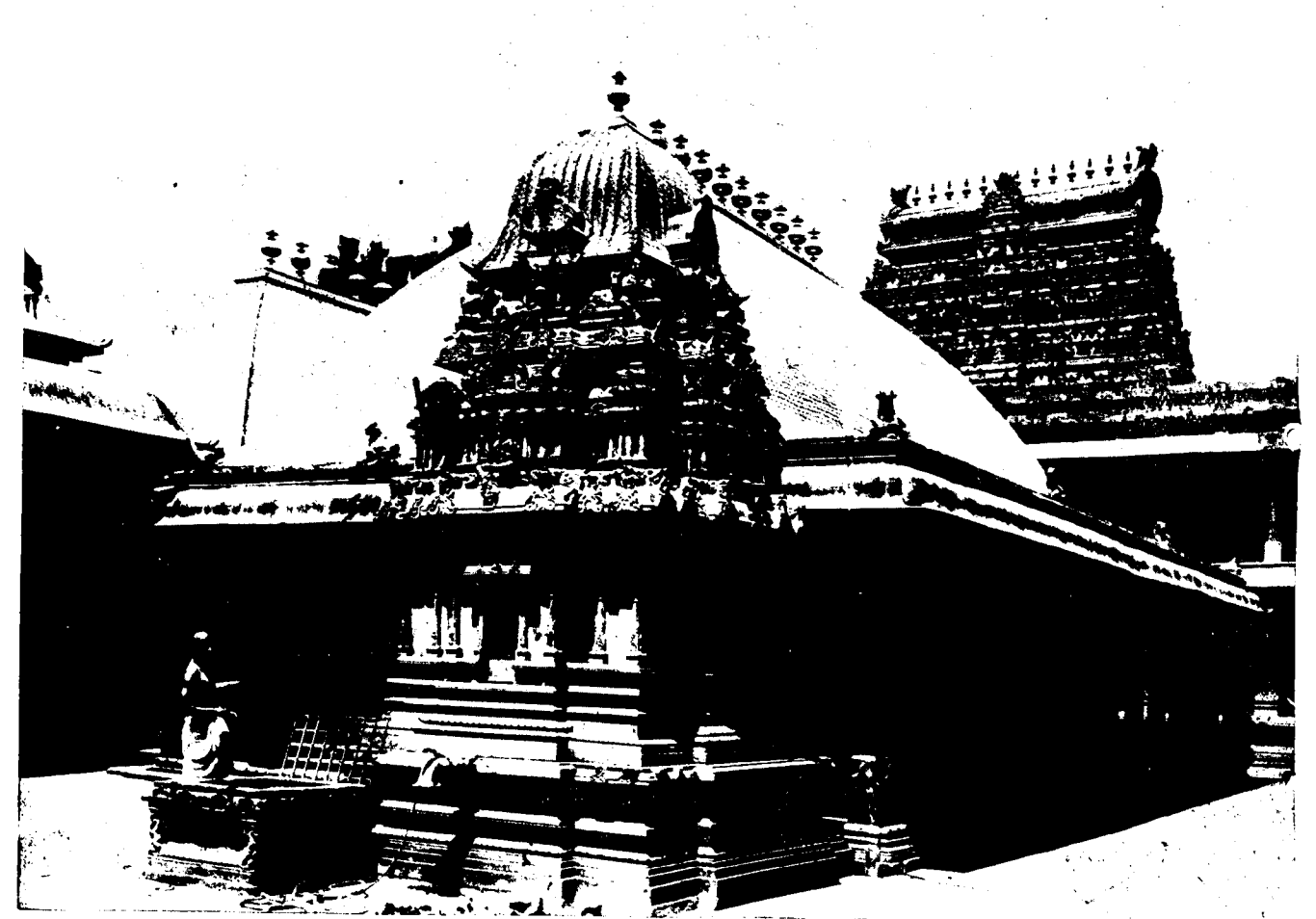
The Shore Temple at Mahabalipuram

The historicity of this imperial city (7th century) can be proved. But of all the glory and the magnificence of the empire of which it was a centre we have little left. In the shore temple with its two adjacent shrines dedicated to Vishnu and Siva, we have evidence of the catholicity of their faith, and in the monolithic Rajs (Temples) and the sculptured Mantapams on the beach we have ample evidence of their cultural and artistic pre-eminence.



Madura

Whether religion or politics has played a greater part in its history through the centuries, we cannot say; but that both have helped to seal its destinies during all the years of its glory is evident to-day. It is still a city of importance and its magnificent Minakshi temple is still a living embodiment of the age-long faith and prosperity of its citizens.



Nataraja Temple—Chidambaram.

Chidambaram

'Nataraja' whose mystic dance has been the lure of poets and painters, is the solace of thousands of devotees. The vast temple structure is of an unusual

build with elaborate carvings in its halls and porches. Its origin is steeped in antiquity. Inscriptions on its walls point to the munificence and piety of the Chola and Vijayanagar rulers (10th to 17th century).



Bird's-eye View—Minakshi Temple—Madura.

EXAMPLE IS BETTER THAN PRECEPT.

FOWLER—an outcaste to society—lived in a forest eking out his livelihood by killing birds and selling them in a neighbouring market. A cage, a net and a club were his only possessions. With the advance of years he had grown so cruel that he was bereft of all humane feelings.

A cyclone followed by a heavy downpour saw him one day desperately wading through a flood of water in search of a cover for the night. Hungry, shivering with cold and unable to proceed further, he had well nigh given up all hopes of life when a suffering small bird caught his attention. His cruel instincts revived on seeing it, and with a sudden effort he caught it and put it in his cage.

Soon the clouds cleared and revealed the starry heavens. Overpowered with fatigue, he sought the shelter of a tree nearby and laying down to rest fell into a deep slumber.

Just then the wailing notes of a bird from the top branches of the tree, weeping for its mate that had not returned from its morning outing, were heard by the bird in the cage. It recognised the voice to be her lord's and replied: "Do not grieve for me! I am here down below. A guest is lying hungry at your door steps. Rise up and do your duty by him. Maintain our family traditions of hospitality."



Heartened by the familiar and loving notes of his dear spouse, the bird came down and picking up dry leaves spread them on the floor and fetching a spark of fire from the neighbouring smithy, lit up a fire for the fowler. The warmth revived the drooping spirits of the fowler. He felt hungry and thanking the bird for its hospitality begged for food.

The bird said, "Unlike humans, we do not store food. We live the present without thought for the morrow. But a guest shall not leave our shelter disappointed." So saying the bird threw itself into the flames to appease the gnawing hunger of the fowler.

The fowler, nothing ashamed, swallowed the meat and while yet his hunger was unsatisfied, the bird in the cage wept for her departed lord and requested him to release it for a while.

Once out of the cage, the female bird came round the fire thrice and thanking God for helping her lord to remain true and hospitable, consigned herself to the flames.

This was too much for the fowler. A bird had exhibited deeds of uncommon kindness and sacrifice. It revived the dead human instincts in him. Struck with remorse, he cast away the net and the club and roamed the forest, a penitent without food for days, and noticing a forest fire he re-enacted the scene of the loving birds and casting his mortal flesh into the blazing fire, attained salvation.

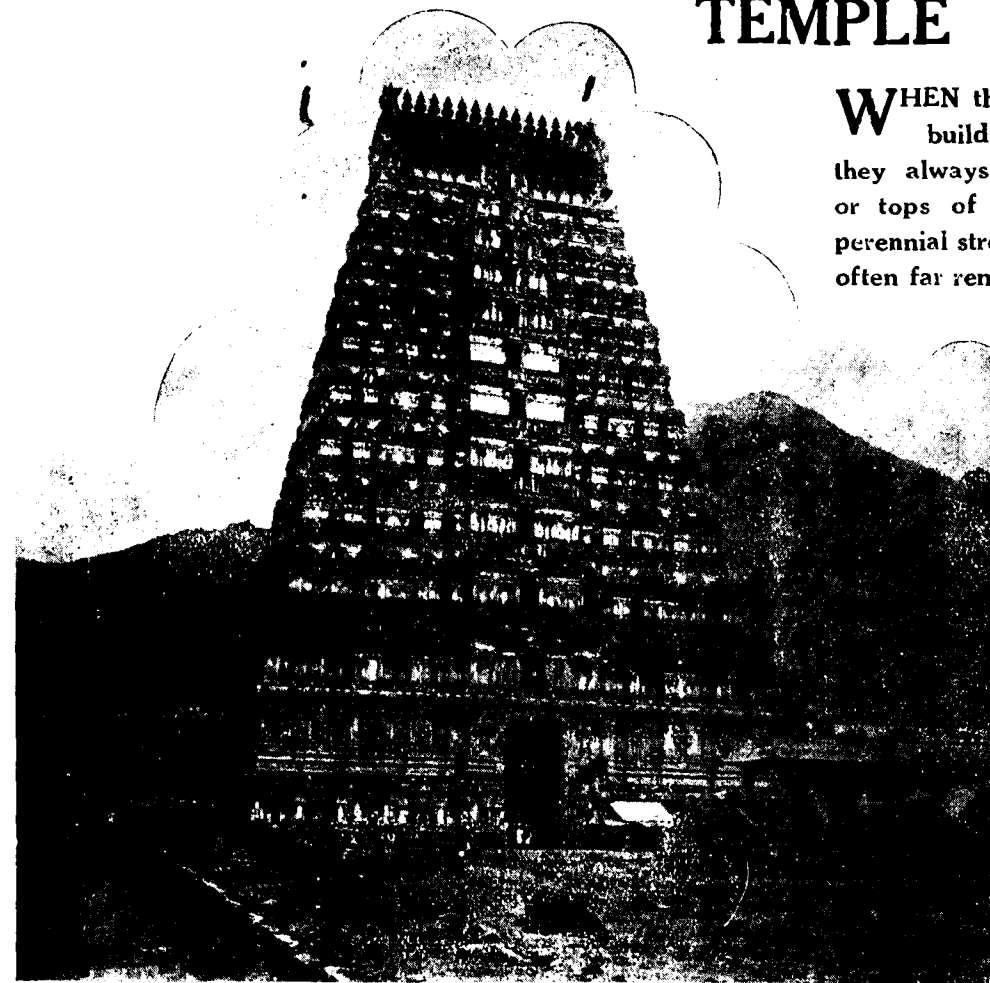
(Mahabharata.)

TEMPLE SUPPLEMENT.

WHEN the pious monarchs of old decided to build permanent temples to their Gods they always chose attractive sites on the sides or tops of wooded hills or on the banks of perennial streams or on palm fringed ocean fronts, often far removed from the tumult of the crowded world. The oldest temples must have been built of perishable material and the structures in stone that we see to-day belong to later times. Below are illustrations of a few of the famous temples of South India - types of Dravidian, Pallava, Chola and Pandyan styles which have for centuries fulfilled the faith and hope of millions of Indians.

Tiruvannamalai

The Arunachala hill is itself holy and the beacon that flames forth once a year on its top has long attracted and inspired saints and common men. At the foot of the hill, Sri Bhagawan Ramana Maha Rishi offers blessings, solace and words of wisdom to men and women that seek his presence.

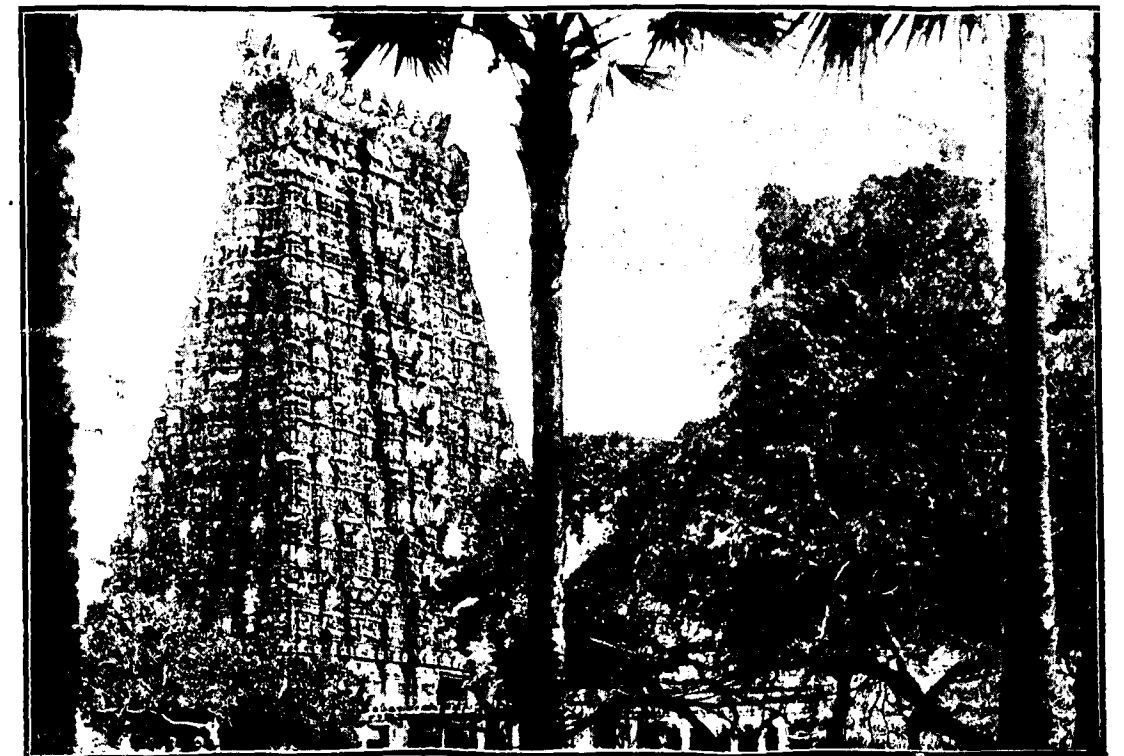


Arunachaleswarar Temple Tiruvannamalai.

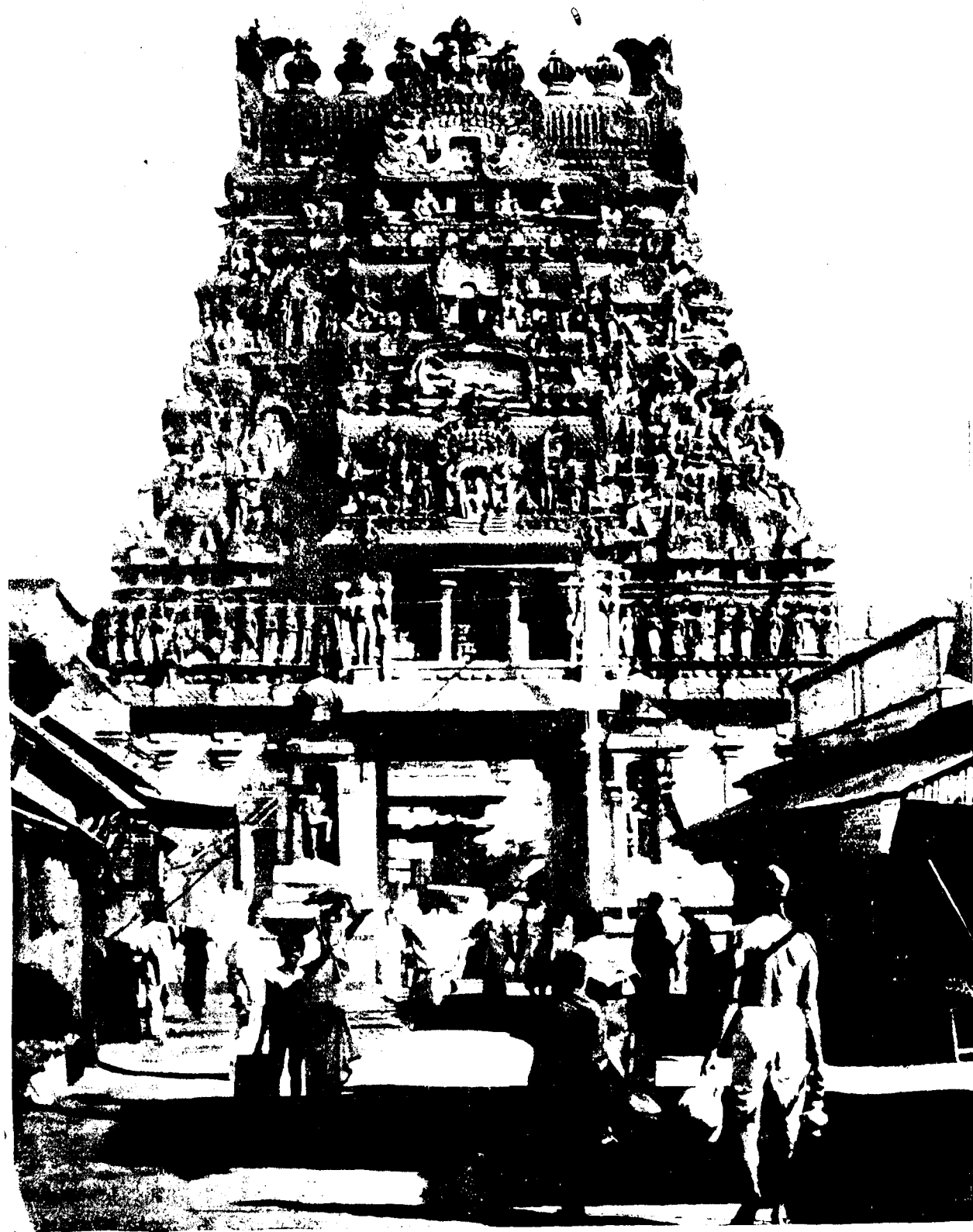


Tiruchendur

On many a hill and besides many a stream there are temples to Lord Subramanya. There is a peculiar fascination in the serene majesty of this temple by the sea. Far from the bustle of cities, Tiruchendur affords to the weary and the disconsolate, quiet and repose to both body and mind. A sulphur spring on the beach possesses curative properties.



Subramanya Temple Tiruchendur.



Sei Ranganatha Temple Srirangam.

Srirangam

Considered the finest type of Dravidian architecture in South India, this vast edifice constructed and endowed by several South Indian monarchs is ideally situated in an island between the Cauvery

and the Coleroon rivers. There is a plan and a design behind the cluster of structures in the courtyards of the temple. Its long corridors, pillared halls, and sculptured towers are of a cyclopean build and evidence the great skill of the Dravidian builders.

Travancore Builds up a New Industry.

(By Gajendra Singh B. Sc. (Geo), M. Sc. (Chem), Analytical Chemist,
Government Ceramic Concerns, Travancore.)

Clate, a particular Railway station on the South Indian Railway has been steadily getting busier because of its increasing goods and passenger traffic. That station is Kundara in Travancore. Only a few hundred yards away on the side of the famous Ashtamudi lake are situated the newly constructed Ceramic Concerns of the Travancore Government, where large scale refining of china-clay and manufacture of pottery and porcelain are now in progress.

These concerns which represent one of the key industries of India owe their existence to a bold but judicious policy of progressive industrialisation adopted by the Travancore Government, inspired by one of India's youngest but ablest rulers.

The State ever on the watch to explore ways and means of utilising its varied mineral and natural resources, decided in 1936 to investigate the occurrence and possibilities of exploiting the deposits of china-clay. Professor Dogar Singh, who was then Head of the Department of Ceramic Technology at the Benares Hindu University, was entrusted by the Durbar with this work.

The tests made at the Ceramic Laboratories of that institution as well as the reports from England were highly encouraging. These proved conclusively that not only the china-clay occurring in the State was excellent for the manufacture of high class porcelain and other ceramic ware, but that it was admirably suited for sizing purposes in the Textiles and as a filler in the paper manufacture.

The construction of the works started towards the end of 1936. A place which was merely a jungle-clad marshy valley now presents a fine sight because of the transformation brought about by the graceful curves of the washing plant constructed on the site.

This particular locality was chosen for the construction of the Concerns because of the occurrence of almost inexhaustible deposits of very good china-clay in the vicinity; the unique advantage



From the Mines to the Factory.

the Ashtamudi lake offers for the transportation of the manufactured goods and refined china-clay to various parts of India through the ports of Alleppey and Cochin; nearness to a railway station and main road and lastly, the lake offered a good means for the disposal of the coarse sand and other impurities left over after the refining of crude clay. These could be conveniently dumped into the lake and gradual reclamation of land effected. As a matter of fact, a good portion of the new road to the factory has been constructed on such reclaimed land.

The word Ceramics is derived from the Greek word 'Keramos' which means burnt earth and in

as much as all the articles made from clay are burnt to lend them strength, beauty and colour, the word was found to be very convenient to cover all the goods made from various clays with requisite proportions of other ingredients by burning them at high temperatures.

China-clay is the basic material in the manufacture of porcelain, pottery and most of the ceramic goods. Many people seem to be under the impression that china-clay is some kind of earth imported from China. This is not so. Kaolin is another name for china-clay. The Chinese call it Kaolin because they used to mine it from a hill called Kaoling.

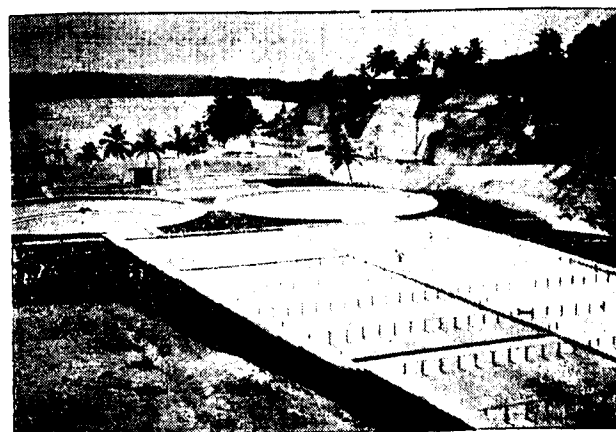
Kaolin is found in different parts of the world and the refined material finds a great variety of uses. For example: in the manufacture of pottery and porcelain; as a filler in paper manufacture; weighting of soap, sizing of cloth, in chocolate manufacture; in medical preparations, cosmetics, etc., etc.

The reader at this stage may ask: What is china-clay? To put it a little more scientifically, it is a hydrated silicate of aluminium and has resulted from the decomposition of granite rock rich in felspars by sub-soil waters. Of course, this process is an extremely slow one as all geo-chemical processes are and it has taken millions of years for the granite rock to decompose into china-clay. The crude china-clay therefore contains a number of impurities from the mother rock. Hence china-clay has to be very carefully refined before it can be used for any purpose whatsoever.

This can be effected in different ways depending upon several factors such as the nature of the



Preparing Clay.



Tank which receives the refined stream of china-clay solution.

deposits, whether of primary or secondary origin, ready availability of large quantities of fresh water, transportation facilities, climatic conditions and topography of the country, availability of very cheap power or cheap labour, etc.

The process adopted by the Government Ceramic Concerns is best suited for the place where the concerns are situated.

The crude clay for refining is obtained by underground mining, the mines being situated within the factory area. It is then hauled up to the overhead washing platform by small Locos, where it is subjected to showers of chemically treated water. The purpose of this treatment is to 'peptise' the clay.

Fortunately the particles of china-clay (each particle is from a thousand to millionth of a millimeter in diameter) have the unique property of acquiring an electrical charge when treated with certain chemicals. This property is of great importance in the refining of china-clay. Had it not been for this, the process would have been extremely difficult and the china-clay would not have found such a wide variety of uses as at present, because to free china-clay from the very tiny particles of quartz and undecomposed felspar, would have been a Herculean task indeed.

This process by which we give an electric charge to clay particles is known as 'peptisation'. The treated clay which is in the form of a very thin milk-like solution is made to flow over a series of sedimentation beds each of which has a different but specific

gradient. The impurities settle down gradually as the thin slip of clay makes its way over these beds to the large conical tanks at the end. By the time it reaches the tanks the clay is practically free from all impurities however fine and light.

Next the clay is allowed to settle for twenty four hours in the square settling tanks, the supernatant water is drained away and the clay which is now in the form of thick slip is pumped to the main factory where all the excess water is rinsed out by a battery of filter presses. Lastly this wet clay from the presses is completely dried.

The Ceramic Concerns have a well equipped laboratory, which is perhaps the best of its kind in India. Each consignment of dry clay is subjected to rigid physical and chemical tests in the laboratory before the clay is exported for use in various industries. Any foreign or coarse matter present in refined clay will not only detract from its efficacy but may even prove injurious.

In this short article a general description of the method by which the china-clay is being refined

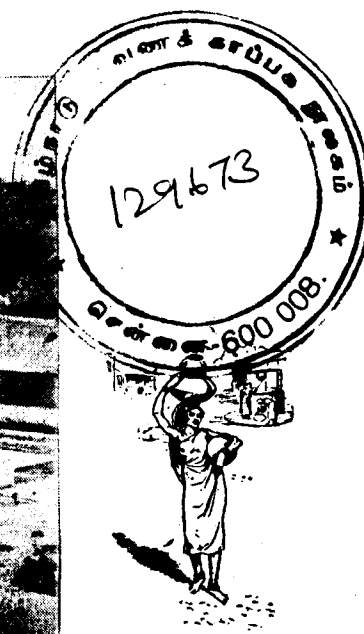


Ceramic Laboratory.

at the Government Ceramic Concerns is given. The author proposes to deal with the interesting methods involved in the manufacture of porcelain and ceramic ware in another article in the next issue of this popular Magazine, as the Ceramic Concerns manufacture a large variety of ceramic goods and the methods of manufacture are so interesting that they deserve a few pages to themselves.



General view of the Clay Refining Plant.



A CORRECTION.

With further reference to the article on "The Mineral Wealth of South India" which appeared in the April issue of our Magazine, we regret that the paragraph on Magnesite did not make the extent of the operations of the Magnesite Syndicate Ltd., who have been mining the Magnesite deposit at Salem for 40 years, sufficiently clear.

The Magnesite Syndicate Ltd., export large quantities of Crude, Calcined and Refractory Magnesite to the United Kingdom and the United States of America.

Epsom salts are manufactured from Crude Magnesite in India. Calcined Magnesite is used in a variety of ways in the

building trade for walls, flooring and stucco work. It is also used in paper and glass manufacture and finds a wide sale in rice-producing countries as a cement in rice mill machinery. Refractory or dead-burnt Magnesite is used in steel furnace linings, hearths, etc. and also in the manufacture of high-grade basic firebricks. Another product of Salem Magnesite is Magnesia Cupels made at Salem which are used extensively in gold assay work.

The latest development is the export of new grades of Magnesite for reduction to the metallic Magnesium, one of the lightest commercial metals known. This is alloyed with Aluminium and used in the manufacture of aeroplane parts. [Ed]

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1000.

STAFF BENEFIT FUND.

The annual elections were held on Saturday the 11th of April 1941. Mr. M. A. Arumugam Pillai, B.A., Head Clerk, Statistical Section, was elected to the Staff Benefit Fund Committee to represent the staff of all the Departments at the Headquarters offices. Messrs. M. N. Bharathan (Permanent Vay Inspector, Erode) and K. S. Swaminathan

(Travelling Auditor, Tambaram) were elected to represent the Broad and Metre Gauge District Staff Committees respectively. Messrs. M. A. Arumugam Pillai, M. N. Bharathan and K. S. Swaminathan will function as members of the Staff Benefit Fund Committee for a period of two years with effect from the 15th of April, 1941.

PUZZLE CORNER.

1. An eccentric chap named TURNER signed his name as PHTHOLOGYRRH and when questioned he was able to justify his bizarre name. How?

2. Who am I?

- (1) I am more powerful than the combined armies of the world.
- (2) I have destroyed more men than all the wars of nations.
- (3) I spare no one.
- (4) I find myself victims among the rich and poor alike, the young and the old, the strong and the weak.
- (5) I lurk in unseen places and do most of my work silently.
- (6) You are warned against me, but you heed me not.
- (7) I am everywhere in the house, on the street, in the factory, at the railroad crossing and on the sea.
- (8) I bring sickness, degradation and death and yet few seek to avoid me.
- (9) I give nothing and take all.

(10) I am your worst enemy.

(11) I am not drink, hatred or selfishness.

(Illinois Central Magazine).

3. If I am singular, I am all attention. If you add 's' to me and make me plural, I am much concerned but if on further consideration you choose to add another 's' to me, I cast off my troubles and fondle the children and the loving wife.

4. How many feet a second does sound travel through still air?

5. Counting at the rate of one a second, how long will it take to count a billion?

6. In an English pack of cards of standard design which Kings are left handed and which is plainly more militant than the other?

7. Who said this about whom?

"The whole earth is not enough for them to lay waste, but now they turn their eyes towards the sea. East and West cannot satisfy them. If their enemy is rich, they are greedy; if he is poor, they are arrogant. Alone of all races, wealth and want are alike to their lust. Plunder, murder and enslavement, they call by the false name of government; and when they make a desert, they call it peace."



Women Police—Travancore.

Do You Know?

How many telegraph posts are there per mile on our Railway, and the total number?

It ranges from 17 to 26. There are approximately 60,000 posts on the line.

The number of sleepers per mile 2,000 roughly.

How many tunnels are there on the Railway and which is the longest of them?

The total number is 22. The longest tunnel is 2,924 feet long and is situated between miles Q. 423 and 423 13 (Bhagavathipuram and Aryankavu stations).

The total number of bridges on the Railway and the longest bridge?

The total number is 2,059 and the longest bridge is The Pamban Viaduct between Pamban and Mandapam stations with the Scherzer bridge which is 6,739 feet long.

The heaviest passenger engine in use and how many gallons of water it consumes per mile. It is the X. B. engine which consumes 1,260 gallons of water per mile.

That if every fireman by skilful firing reduced the quantity of coal consumed by 1 lb. per mile or a piece the size of a man's fist, the quantity of coal saved per annum could be built into a stack containing about 6,000 tons.

That the value of coal thus saved would exceed one lakh of rupees.

Why I cling to life?

I have been held up, held down, sand-bagged, walked on, sat upon, flattened out and squeezed by the Income Tax, the Beer Tax, the Spirit Tax, the Motor Tax and by every society, organisation and club that the inventive mind of man can think of, to extract what I may or may not possess, for the Red Cross, the Black Cross, the Ivory Cross and the Double Cross and for every hospital in town or country.

The Government has governed my business until I don't know who runs it. I am inspected, suspected, examined and re-examined, informed, required and

That the coal saved would be sufficient to run a Metre Gauge Express train a distance of about 4½ lakhs of miles, and turn each carriage wheel round 318,500,000 times.

That the estimated loss of coal for every minute the safety valve blows is 14 lbs.

With a free steaming engine, if during a run the aggregate time of the safety valves blowing equals 20 minutes, there would be a waste of 2½ cwt. of coal.

That for every minute the safety valve blows, the fireman would have to bend his back and put on a shovel of coal.

That the Railway spends 60 lakhs of rupees on coal alone per annum which is approximately equal to one-fifth of the total working expenses.

That the all-in-cost of coal per ton on our Railway is about 4 times the cost of coal at the pit's mouth.

If all the electric fans in the Head Quarters Offices at Trichinopoly Junction are left running for one hour on every working day, the cost of current consumed will be Rs. 500 annually.

Note—Fans should be switched 'off' during lunch intervals, etc.

If the annual replacement of Train lighting dynamo belts were placed end to end in an upright column in the Head Offices compound, the top of the column would be two and a quarter times the height of Ootacamund.

commended so that I don't know who I am, where I am, or why I am here at all.

All that I know is that I am supposed to be an inexhaustible supply of money for every needy desire or hope of human race and because I will not go out and beg, borrow or steal money to give away, I am cursed, discussed, boycotted, talked to, talked about, lied to, lied about, held up, hung up, rung up, robbed and very nearly ruined.

The only reason why I am clinging to life at all is to see what is going to happen next.

How the Red Cross Helps.

There are many British prisoners now in enemy hands; men taken prisoners in France; sailors including Indians, captured in their ships; civilians living in Germany when war broke out and now interned there. We know very little of what is happening to them, but when conditions are so bad for all in Germany, they must be worse for the prisoners. The Nazi record of treatment for those in concentration camps is not a good one. What is being done to help them?

The problem of help for prisoners of war was taken up by the Joint War Organisation of the Red Cross and St. John from the very beginning. A special Prisoners of War Department was opened in St. James Palace in London to arrange for the despatch of food and clothing. At first individual parcels were sent every week to each prisoner as soon as information was received about him. Now weekly parcels of food and clothing are sent to the camps. These cost about 10/- each, and are being regularly sent. In addition, parcels are sent to the Senior Officer in each camp containing ordinary household medicines, dressings, cod liver oil, malt and tonics, for use in illness or

injury; and 75 cigarettes or the equivalent in tobacco are sent weekly for every prisoner.

A weekly parcel containing, in addition to ordinary food-stuffs, curry powder, dhal, atta and ghee is being sent to the Indian Prisoners Food Centre, in collaboration with the British Red Cross Society.

THOUGHTS ON SAFETY FIRST.

An accident is the result of a miscarriage in orderly operation or procedure.

"I didn't know"—"I didn't think"—"I didn't realise" are phrases too often met with during investigations. They represent the excuse which cannot justify itself or be accepted by those interested in safety. If we should stop to think about the price or could estimate the loss caused by a maimed or broken body, we would give more of our thoughts to safety. A moment of inattention, abstraction, forgetfulness or downright carelessness may make orphans of our children or may render us armless or legless beings and a burden to ourselves; or we may have to carry the burden on our conscience that we were responsible for these things happening to one of our fellow employees.

Safety pays. The dividends from safety are life, health, and property; not only do careful workmen enjoy these dividends, they make it possible for those around them and their employers to share in the profits.

"Accident" is a word that hides our weakness, excuses our neglect and eases our conscience to cover our human failures.

The work of sending out these parcels has grown to such an extent that packing centres have been formed all over England to cope with it. 95,896 Parcels were despatched during October, 1940.

This is one of the ways in which we who sit here at ease can help those who are suffering. It is not possible to send gifts in kind, but gifts of money will be most gratefully received by the Prisoners of War Department at St. James Palace. If contributions are sent either to the Madras Governor's War Fund or to the Joint War Charities Committee, Red Cross Buildings, Egmore, Madras, ear-

marked for Prisoners of War, they will be promptly transmitted to England, and will help to pay for food and clothing for these men in captivity. Let us not forget them.

(The Indian Red Cross Society).



Transshipping passengers at the breach spots.

Out Station Notes.

The Drivers' Club, Tambaram.

The second annual gathering of the S.I.Ry. Drivers' Club was held at Tambaram on the night of the 30th of May 1941, when Mr. S. Guruswami, General Secretary, All India Railwaymen's Federation presided. Among the guests present was Mr. R. D. Walter, Electric Traction Engineer. The occasion was also utilised to celebrate the successful completion of a decade of the Electric Train Service.

The President of the Club, Mr. V. S. Ramanathan welcomed the guests and traced the history of the S.I.Ry. Electric Train Service. He referred to the removal of the overhead lines at Saidapet level crossings for allowing easy passage of the temple car and processions.

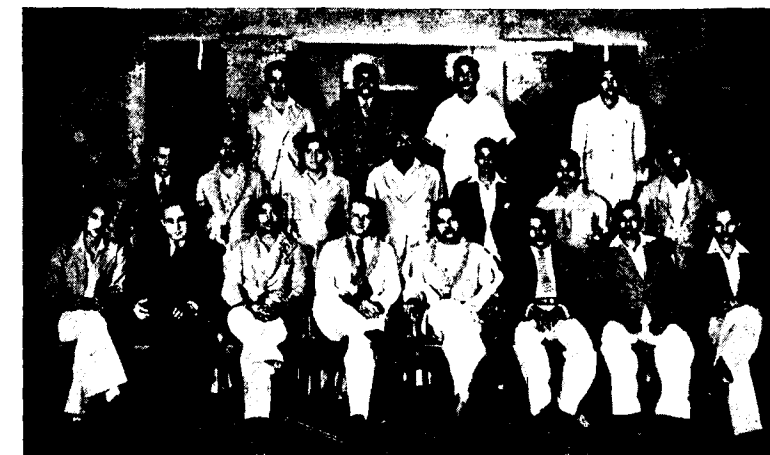
Looking back over the ten years, they had every reason to feel proud of the achievement of having carried nearly 80 million passengers in the most efficient and satisfactory manner. The Electric Train Service, the speaker said, had done a great and lasting service to Madras City by relieving congestion and thereby helping to improve the health of the residents.

The Secretary, Mr. T. S. Sivachidambaram, then read his annual report in which he said that the Club enjoyed cent per cent membership and was financially sound. The existing office bearers were re-elected for another year.

Mr. Guruswami congratulated the members on their achievement in having carried 80 million passengers safely, efficiently and satisfactorily. He was glad to find that the Drivers' Club had made the interest of the administration their own and that their officer, Mr. R. D. Walter, moved so amicably with the men.

Mr. Guruswami congratulated the members on their wonderful organisation.

Mr. R. D. Walter who was requested to address the gathering said that he was specially fortunate to have a set of faithful and hard working staff. Throughout his service in India, thanks to the hearty co-operation of all his staff he felt like being in the midst of a happy family. He congratulated the members on their efficient working and revealed



The Drivers' Club, Tambaram (Annual Gathering).

that the failures on this system of electrification were the least when compared to other electrification systems. He also said that the South Indian Railway holds a record for punctuality.

After refreshments and a flash light photo, the function terminated with a vote of thanks to the President and the guests.

Railway Recreation Club and Reading Room, Dindigul.

The Club building was destroyed by fire on 2nd April, 1940. Except for a few books and iron chairs the rest of the equipment was burnt.

The Agent and General Manager kindly sanctioned the use of the old Permanent Way Inspector's Stores as a Reading room, and the Club recommenced its activities. There was no President till Mr. P. S. L. Choudhury, Assistant Engineer, took up the duties.

The Agent and General Manager sanctioned a sum of Rs. 150 for purchase of furniture, library books, etc. Volley Ball, Badminton and Football were started. A sports and a musical function was a great success and the Sports Secretary Mr. Dastageer, (Signalman) and Mr. A. C. Smith, the Hony. Secretary are to be congratulated.

The President, the Hony. Secretary and the members are grateful to the Agent and General Manager for his help towards the Club.



SPORTS NEWS

OOTACAMUND HORSE SHOW

(Contributed.)



Miss Doreen Seaton
(daughter of Mr. Seaton, Marine Superintendent.)

Monday, May 12th, was "Horse day" in Ooty. Every horse in the Nilgiris must have been at the race course for the show, from the largest which must have been Mrs. Swainson's "Jungle King"



At the Horse Show, Ootacamund.

about 17 hh. down to Miss Scott's "Honey". Ah, It was a gloriously fine day and very hot. Riders as well as their mounts showed signs of the heat, and everyone including spectators got their faces burnt in spite of topees and sunshades.

The first half a dozen classes were of interest only to really horsey people. There were some very fine horses being shown, and judges had difficulty in awarding prizes. The open jumping had to be cancelled, as there were only two entries. Both horses were entered by and to be ridden by ladies. We cannot imagine what had happened to the men, there were plenty riding in other classes, so the war is not to blame! A little light comic relief was supplied by "Land of Hope" who persisted in jumping all the paths when galloping in the hunter classes.

Unfortunately just as people were rolling up to see the "Handy Hunter" class and the "Children's Ponies" the heavens opened; and as for humans go, it was the best half furlong sprint to shelter we have ever seen. His Excellency Sir Arthur Hope finished judging "Ladies Hunters" in a thunder storm. Horses, ladies and judges were well and truly drenched. As there were no signs of clearing, the rest of the classes were postponed until Saturday 10th.

Saturday was fine and "Handy Hunters" started the day off. Most of the horses disliked the first ditch, and if they got over this, a very tricky in-and-out caught them further on. Of the few which finished the whole course, H.H. The Prince of Berar's "Guinea Gold" was by far the best jumper and was duly awarded the prize.

The "Children's Pony" class beat all records and was the largest class, 33 children and their ponies faced the judges. The class had to be divided. Of the larger ponies, Princess Mrinalini Devi's "Padmini" with the owner up, and Mrs. Miller's "His Highness" ridden by Miss Tayleur received the 1st and 2nd prize respectively. The smaller ponies were very difficult to separate in more ways

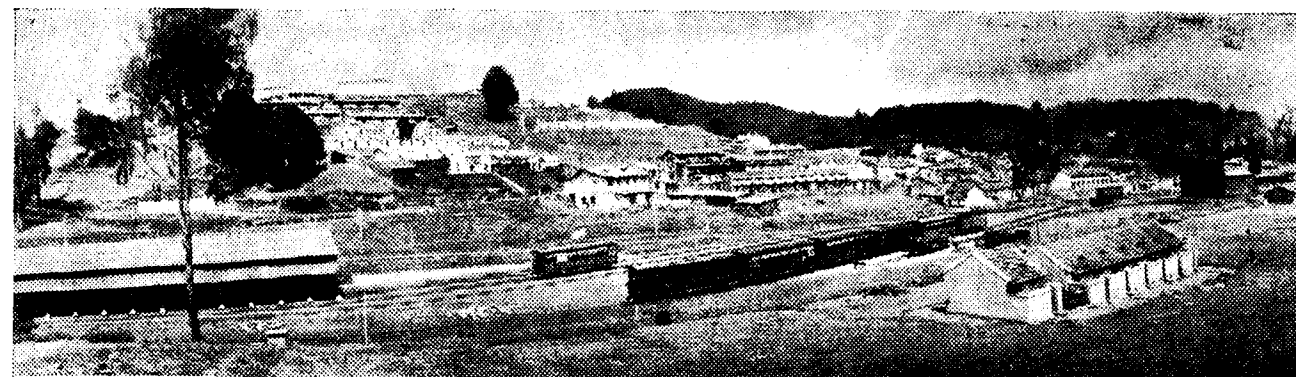


His Excellency the Governor, judging Horses.

than one, they would all bunch together. The judges finally selected Master Martin French's "Billy Button" as first and Master Richard Lappin's "Robert" as second. We were amused to notice "Robert" was a "bay mare".

H. H. The Maharajah of Bhavnagar was showing a fine string of horses, so also H. H. the Prince of Berar. Major Rajkumar C. Desraj Urs' horses were very ably ridden by his young daughter Miss

Gita Devi. Mrs. Miller never seemed to be off a horse's back; and Miss Doreen Seaton showed Mr. Swaminadhan's "Dara" in four different classes. The children handled their ponies in expert manner. All those who entered horses and did not win, consoled themselves with the thought that they had helped H. E. The Governor's War Fund, as a major proportion of profits from the Show were donated to this worthy cause.



A view of Ootacamund from the Railway Station.

"I doubt if your eyes are strong enough to get you a driver's licence?" said the optician.

"Sit here and tell me how many letters you can read on the number plate of that car outside?"

"What car?" said the would-be motorist.



SMILE-A-WHILE

Couldn't be otherwise

"Why do you say that beautiful photograph of your wife was just a snapshot?"

"Well, it must have been—her mouth was shut."

Rastus brought a ham back to the store saying it was no good.

"That ham's all right, Rastus" the storekeeper insisted. "Why! it was cured only last week".

"Well, may be it's been cured all right" Rastus answered after some reflection—"but it must have had a relapse."

Father: "Is there anything worse than to be old and bent?"

Son: "Yes, to be young and broke."

Voice of experience

Said the teacher: "A tyrant is a ruler that is hated and feared. Now give me a sentence with the word in it."

"The teacher struck the pupil with her tyrant" ventured one boy.

Husband: "I've made up my mind to stay at home this evening."

Wife: "But I've made up my face to go out."

Professor: "Arithmetic is an exact science. Figures can't lie. For instance, if one man can build a house in twelve days, twelve men can build it in one."

Student: "Oh, yeah! Then 288 men can build it in one hour, 17,280 in one minute or 1,036,800 in one second."

An English Tourist was on his first visit to the Niagara Falls and a guide was trying to impress him with their magnitude:

Guide: "Grand."

The visitor was silent.

Guide: "Millions of gallons in a minute."

Tourist: "How many in a day?"

Guide: "Oh, billions and billions."

Tourist: (looking at the falls carefully and then in a calm voice) "Runs all night too, I suppose!"

Returning the kindness

The husband drew up his chair beside his wife's sewing machine.

"Don't you think, it's running too fast?" he said. "Look out! You'll sew wrong! Mind that corner, now, slow down, mind your finger! Steady."

"What's the matter with you, John?" said his wife alarmed, "I've been running this machine for years".

"Well dear, I was only trying to help you just as you help me drive the car."

A vocation

"How would you classify a telephone girl?"

Is hers a business or a profession?"

"Neither—It is a calling."

A man brought an action for slander against his next door neighbour who had called him "an ugly hippopotamus".

"But" said the Magistrate "this took place three years ago."

"I know" said the man "but I had never seen a hippopotamus until I went to the Zoo last week."

Slacks

Golfer (to partner) "Just look at that girl dressed like a man. What are her parents thinking of any way?"

Partner: "That Sir, is my daughter,"

Golfer: "Oh, I beg your pardon, I didn't know you were her father."

Partner: "I'm not. I'm her mother."

The teacher was giving a health talk to her class, and warned them never to kiss animals or birds.

"Can you give me an instance of the dangers of this, Jackie?" she asked.

"Yes, miss. My Aunt Alice used to kiss her dog."

"And what happened?" asked the teacher.

"It died."

Doctor: "Have you any opportunities for getting out into the air?"

Patient: "There is always a good chance—I work in a dynamite factory."

Press Agent: Say, there's a bunch of people outside waiting to see you. Among them is a bishop who says he married you some time ago.

Film Star: Gee! I'm practically certain I never married a bishop.

"Madam, if you buy this car we will put your initials on free."

"Yes, but my husband says it's not the initial cost that matters—it's the upkeep."

White: "What sort of chap is Brown?"

Gray: "Well, if you see two fellows speaking and one looks bored to death, the other is Brown."

Claude: "For a whole hour I've been begging you for a kiss. Don't you like kisses?"

Claire: "Yes, but I don't like beggars."

Stranger: "Hi! can you tell me the quickest way to the station?"

Villager: "Yes, guv'nor, run like blazes, if you ain't got no car."

He was relating his adventures to his fiancée: "I had to hack my way through almost impenetrable jungle," he said. "Chopping, slashing at thick undergrowth and trees."

"Oh George," said she, "you'll be an expert at weeding the garden!"

Man (to the Court) "I wasn't at all discourteous to the witness; all I said to him was that if he said another word it would be his last."

Look here, old man, you've enough faith in me to lend me Rs. 10, haven't you?"

"Absolutely, old boy, I've any amount of faith—but no Rs. 10."

Guest (about to spend a night in a haunted chamber): Has anything unusual ever happened here?

Butler: Not for 50 years, sir.

Guest (sighing with relief): And what happened then?

Butler: A gentleman who spent the night here, sir, appeared at breakfast next morning.

LOST.

Simpson:—"Did I leave my umbrella at your place yesterday, old boy?"

Jenkins:—"What sort of an umbrella?"

Simpson:—"Oh, any sort. I'm not fussy."

At the end of the first week away from home on a new job the young husband wrote to his wife.

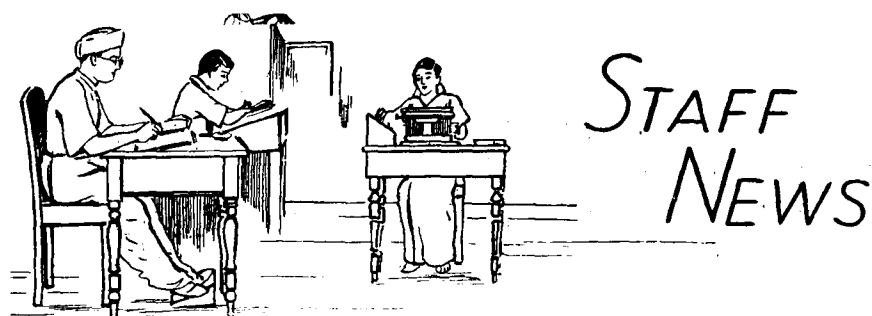
"Made foreman—feather in my cap."

After the second week he wrote:

"Made manager—another feather in my cap."

But after the third week he wired: "Sacked—send money."

His wife telegraphed back: "Use feathers. Fly home."



Deputation

Mr. V. R. Riley, Assistant Auditor, was temporarily transferred to the Military Department from 3rd January, 1941.

Confirmations

Mr. W. R. Oaten was confirmed as Deputy Chief Mechanical Engineer (Works) from 30th November, 1940.

Mr. J. F. Roberts was confirmed as Assistant Signal and Telegraph Engineer from 13th December, 1940.

Promotions

The following promotions were made :—

Mr. H. E. Thompson, Deputy General Manager, to act as Chief Engineer from the afternoon of the 10th of May, 1941.

Mr. L. T. Hockley, Secretary to the Agent and General Manager, to act as Deputy General Manager from the 26th of March, 1941.

Mr. E. C. Lightbody, District Engineer, to act as Secretary to the Agent and General Manager from the 28th of April, 1941.

Mr. J. W. Restrick, Assistant Engineer, to act as Executive Officer, Golden Rock Colony, from the 13th of March, 1941.

Mr. J. Harris, Stress Calculator, Chief Engineer's Office, to act as Assistant Engineer from the 28th of April, 1941.

Mr. F. Rozario, Foreman, Central Workshops, Golden Rock, to act as Assistant Mechanical Engineer, Madura, from the 7th of April, 1941.

Dr. A. V. Anantanarayana Iyer, Assistant Surgeon-in-charge, Central Hospital, to act as District Medical Officer from the 12th of February, 1941.

Dr. S. David, Assistant Surgeon, to act as District Medical Officer from the 1st of May, 1941.

Transfers

The following transfers of Officers were effected:—

Mr. S. Chaudhury, Assistant Engineer, from Quilon to Podanur from the 18th of March, 1941.

Mr. C. H. Biddulph, Temporary Sleeper Passing Officer, to Madura as Acting District Engineer from the 26th of April, 1941.

Sri L. R. Nataraja Iyer, Assistant Engineer, to Trichinopoly as Acting Sleeper Passing Officer from the afternoon of the 3rd of May, 1941.

Sri. C. D. Mirchandaney, Assistant Mechanical Engineer from Madura to Podanur from the 3rd of April, 1941.

Leave

The following Officers proceeded on leave :—

Mr. C. Middleton, Chief Engineer, proceeded on 2 years combined leave, preparatory to retirement from the 11th of May, 1941.

Mr. J. F. Wright, District Mechanical Engineer, on leave for 3 months from the 2nd of April, 1941.

Mr. S. K. Chari, Workshop Accountant and Auditor, on 3 months leave from the 4th of April, 1941.

Dr. C. S. Ramachandra Iyer, District Medical Officer, on combined leave for one year from the 1st of May 1941.

Return to duty

The following Officers returned to duty :—

Mr. K. P. Velu Pillai, Senior Assistant Secretary, returned to duty on the 25th of April, 1941.

Retirement

Major F. C. Wilson, Superintendent of Stores, retired from the Company's service on the afternoon of the 10th of April, 1941.

Rao Bahadur M. Ramachandra Iyer, Deputy Chief Auditor, will be proceeding on leave preparatory to retirement on 1st July 1941.

Joining the late Madras Railway as a Subordinate in the Audit Department in 1906, he was transferred to the South Indian Railway at the time of amalgamation in 1908. In 1917, he was appointed as the Locomotive Accountant at Nega-patam. He was promoted to the superior cadre as Assistant Auditor in 1924, and was permanently appointed as Deputy Chief Auditor on 31st March 1938. He acted as Chief Auditor from 3rd April to 20th October 1940.

As Organization Officer of the Audit Department in 1937, he reviewed the methods of working of the Department, which resulted in the introduction of machine accounting in the Traffic Audit Branch, among other improvements.

In recognition of his valuable services he was awarded the title of "Rao Sahib" in 1935 as a mark of personal distinction.

President of the Ormsby Institute, Trichy Fort and Vice-Chairman of the S.I.Ry. Employees' Co-operative Credit Society, he took a keen interest in the social activities of Trichinopoly. He was the President for a year of the Union Club, Trichinopoly, and is now serving on War Committees. He has been a Member of the Council of the Institute of Railway Accountants and Auditors and is now a Fellow of the Council of the Instituté.



RAO BAHADUR SRI M. RAMACHANDRA IYER.

In his retirement, the Railway loses not only an Officer of exceptional experience, but one who has worked unremittingly in the interests of the Company throughout his long service.

As we go to press we are pleased to learn of the award of the title of Rao Bahadur, to Rao Sahib Sri M. Ramachandra Iyer in His Majesty the King's Birth Day Honors list, in recognition of his many meritorious services. We congratulate him on this new honour and wish him many happy years in retirement.



MR. B. D. ROZARIO.

MR. W. STEELE.

Mr. William Steele, Foreman, Foundry and Pattern Shop, Golden Rock, after a service of about 28 years on this Railway, proceeded on leave preparatory to retirement from 21st April, 1941. He was educated at the Sir John N. Cuthbertson Public School, and served his apprenticeship with Alley and MacLellan Ltd., Marine Engineers, Sentinel Works, Glasgow. Later he joined the Argyle Motor Company, Alexandria, and the North British Locomotive Company, Queen's Park Works, Glasgow. He came to India in 1913, and was promoted as Assistant Foreman in 1918, and as Grade 1 Foreman from 1st April, 1929. He was an Elected Member of the Institute of British Foundrymen, London Branch, 1931.

During his service with the South Indian Railway he was noted for his straightforward dealings and earned the respect and confidence of all those with whom he worked.

Mrs. and Mr. W. Steele propose to go to Australia first and later to England where they will settle. We wish them both a happy and long retirement in their homeland.

Mr. B. D. Rozario, Permanent Way Inspector, Attur, retired on 13th May, 1941, after serving the Railway for a period of 31 years and 9 months, his date of appointment being 5th August 1909. He worked in various capacities such as Time-keeper, Permanent Way Sub-Inspector and Draftsman and lastly as Permanent Way Inspector. We wish him a long and happy retirement.

Mr. A. Noranho, Foreman, Carriage Repair Shop, Golden Rock, retired on 30th June, 1941, after a service of 36 years. He entered service in 1905 as a daily paid Fitter. In 1909 he was promoted to the monthly cadre and transferred to Podanur Shops where he rose to the position of a 1 grade Chargeman. On the amalgamation of Podanur and Negapatam Shops, he was transferred to the Golden Rock Central Workshops, where he served as Progress Supervisor and Foreman, Underframe Shop, from 1929 to 1936, when he was promoted as 1 grade Foreman, Carriage Repair Shop. He was given an extension of service for one year from 1st July, 1940. He was awarded the King's Medal in recognition of his honest and meritorious service. He earned the respect and confidence of both the Officers and the staff.

Mrs. and Mr. Noranho propose to settle at Quilon, their permanent place of residence and we wish them both a happy and long retirement.

Sri T. V. Rengasamy Iyengar, Head Clerk, Loco. Foreman's Office, Villupuram, entered service in the Mechanical Department in 1910. He worked his way up as a Head Clerk, which post he held for a period of twelve years prior to his retirement on 15th May, 1941.

Sri S. G. Nagaraja Rao, Senior Assistant Train Controller, Villupuram, entered service in 1911 and rose to the position of a senior Assistant Train Controller in 1934. He rendered



MR. A. NORANHO.

SRI K. R. RAJAGOPALA IYENGAR.

good service during the breaches in November 1939. He retired from service on 17th May, 1941.

Sri K. R. Rajagopala Iyengar, Head Clerk, Foundry Shop, Golden Rock, entered service as a Time Taker on Rs. 15 in 1910. By dint of hard and conscientious work he rose to the position of a Head Clerk, which post he held at the time of his retirement on 15th May, 1941. We wish him a happy retired life.

Sri S. Srinivasa Iyer, Station Master, Trichy Fort, entered service in 1903 as a Probationer on Rs. 10 and was promoted as Station Master in 1931. He retired on 30th June, 1941, after a service of 38 years.

Sri G. A. Parameswara Iyer, Station Master, Tellicherry, entered service as a Relieving Clerk in 1906 and retired as a Station Master on 30th June, 1941.

Sri K. V. Bhima Rao, Station Master, Mutharasamallur, entered service as a Probationer in 1909 and retired as a Station Master on 30th June, 1941.

Sri T. Krishnasamy Iyengar, Station Master, Vandalur, entered service as a Porter in 1906 and retired as a Station Master on 30th June, 1941, after a service of 35 years.

Sri T. Srinivasa Iyengar, Station Master, Pennadam, entered service in 1906 on Rs. 7-8-0 per mensem and retired as a Station Master on 30th June, 1941.

Sri N. Krishnaswamy Iyer, Station Master, Nidamangalam, entered service as a Probationer in 1907 and retired as a Station Master on 30th June, 1941.

Sri S. G. Raghavendra Rao, Station Master, Udumalpet, entered service as a Probationer in 1910 and retired voluntarily on 18th May, 1941.

Sri A. Subramania Iyer, Clerk-in-charge, Chewara, was appointed as a Clerk on Rs. 10 in 1907. He retired on 30th June, 1941.

Sri R. V. Jayagopala Chetty, Goods Station Master, Erode, entered service as a Tranship Clerk in 1909 and after serving as Chief Goods Clerk at several places retired as a Goods Station Master on 30th June, 1941.

Sri T. R. Mathrubootham Iyer, Chief Booking Clerk, Chidambaram, entered service as a Relieving Clerk in 1920 and retired as a Chief Booking Clerk on 4th June, 1941.

Sri G. Ayyadurai, Chief Booking Clerk, Trichinopoly Jn., entered service as a Relieving Clerk in 1908 and retired as a Chief Booking Clerk on 30th June, 1941.

Mr. P. J. Rodriguez, Head Ticket Examiner, Erode, entered service as a Ticket Examiner in 1925 and retired as a Head Ticket Examiner. He was for sometime a member of the District Staff Committee, Podanur.



SRI S. VENKATARAMA IYER.



SRI T. K. NARAYANA RAO.



SRI V. S. VAIDYANATHA IYER.

Sri S. Venkatarama Iyer, Accountant, Power Audit and Stores Branch of the Audit Department, proceeded on two months and twenty-nine days privilege leave from 18th June, 1941, preparatory to retirement under the Age Rules. He entered service as a Clerk on 9th February, 1906 and rose to the position of an Accountant by dint of merit. He had during his service of about 35 years worked as Accounts Clerk in Indo-Ceylon connection, Accountant in charge, Quilon-Trivandrum Construction and Accountant, Construction Audit. He had a retiring disposition and was held in great esteem by his colleagues. We wish him long life and all happiness.

Sri T. K. Narayana Rao, Permanent Way Inspector, retired from service on 15th June, 1941. He entered service in December, 1908 as a probationary Sub-Inspector on Rs. 20 per mensem and rose to the rank of a Permanent Way Inspector, III grade in December, 1923. He was popular with his staff and proved himself a good and faithful subordinate. We wish him many happy years of retired life.

Sri P. Namasivayam Pillai, Office Superintendent, Chief Commercial Superintendent's Office, entered service in 1908, as a clerk in the General Traffic Manager's Office on a salary of Rs. 15 per mensem. He was promoted as Rates Superinten-

dent in 1935 and as Office Superintendent in April, 1940, which post he held at the time of his retirement on 1st July, 1941. He served efficiently and his unassuming manners and kindly nature endeared him to all. We wish him many happy years in his retirement.

Sri V. S. Vaidyanatha Iyer, Accountant, Establishment Branch of the Audit Department, proceeded on three months privilege leave from 28th May, 1941, preparatory to retirement under the Age Rules after having put in a service of about 36 years. He started life as a Clerk on the late Madras Railway on 24th July, 1905, and was transferred to this Railway on 1st October, 1908. He rose to the position of a Senior Accountant by dint of merit. He was Accountant in charge of the Construction Audit Branch and the Madras Improvements for some years. We wish him many happy years of retired life.

Dr. J. A. Pandian, Sub-Assistant Surgeon, Tuticorin, entered Railway service on 10th October 1918 as Sub Assistant Surgeon, and retired on 10th June, 1941, under age limit. He had a kindly disposition and was held in great esteem by his colleagues. We wish him many happy years in retirement.

Sri T. A. Venkatarangan Chettiar, Traffic Conveyancer, entered service in 1910 as a clerk in the General Traffic Manager's Office



SRI P. NAMASIVAYAM PILLAI.



DR. J. A. PANDIAN.



SRI T. A. VENKATARAMAN CHETTIAR.



MR. D. A. JOSEPH.

on Rs. 20 per mensem. He was promoted as Goods Supervisor in 1915 which post he held till 1931 when he was promoted as a Traffic Inspector. He was promoted as a Traffic Conveyancer in 1933 which post he held till the time of his retirement under the age rules on 1st July, 1941. He has completed 31 years of loyal and efficient service. We wish him many happy years of retired life.

Mr. D. A. Joseph, Station Master, Dindigul, who was reappointed as Assistant Station Master, Trichy Fort, in 1923, retired voluntarily on 14th April, 1941.

Sri T. R. Rajagopala Iyer, Ticket Examiner, Madura, entered service as a Probationer in 1908 and retired voluntarily on 4th April, 1941.

Mr. W. Meyers, I Grade Guard, Erode, entered service as a Ticket Examiner in 1907. Promoted as a Guard in 1909, he rose to the position of a I grade Guard. He retired on 30th June, 1941, after a service of 34 years.

Sri K. Ramaswamy Servai, Shunter, Mandapam, entered service in 1906 as a Pointsman and retired on 15th April, 1941, as a Shunter after a service of 35 years.



SRI T. R. RAJAGOPALA IYER.

Sri R. Subramania Iyer, Station Master, Mandapam, entered service in 1908 as a Signaller and retired as a Station Master on 13th May, 1941.

Mr. G. Loorhanatha Pillai, Assistant Goods Clerk, Kumbakonam, entered service as a Probationer in 1911 and retired on 30th June, 1941, as a Goods Clerk.

Mr. N. David Pillai, III Grade Guard, Erode, entered service as a Relieving Clerk in 1907 and retired as Guard on 30th June, 1941.

Sri G. Chidambara Mudaliar, I Class Guard, Madras Egmoro, entered service as a Brakesman in 1908 and retired on 30th June, 1941 as a I Class Guard.

Sri N. Govindarajulu Naidu, Head Ticket Examiner, Madras Egmoro, entered service as a Probationer in 1903, and retired as a Head Ticket Examiner on 1st June, 1941 after a service of 38 years.

Mr. Mahomed Kudurthullah Sheriff, Guard, Salem, entered service on Rs. 10 in 1908 and retired as a Guard on 30th June, 1941.

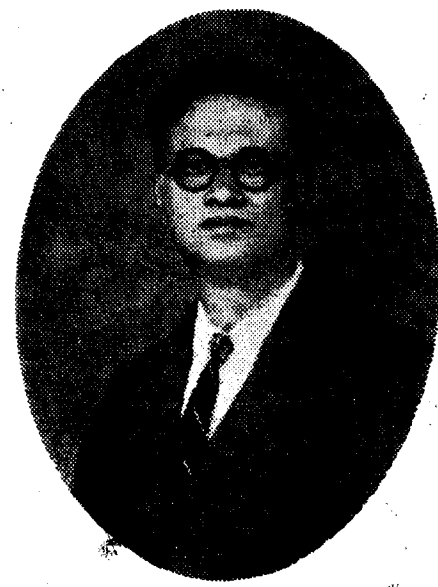
Sri Vadamuthu, Carriage Cleaner, Madura, entered service in 1922 and retired on medical grounds on 8th April, 1941.



SRI R. SUBRAMANIA IYER.



SRI K. RAMASWAMY SERVAI.



MR. G. LOORTHANATHA PILLAI.



SRI VEDAMUTHU.

Sri C. V. Chinnasami Iyer, Ticket Examiner, Trichinopoly Jn., was appointed as a Probationer on Rs. 10 in 1909. He retired voluntarily on 12th April, 1941 as a Ticket Examiner.

Sri S. K. Nilakanta Iyer, Chief Booking Clerk, Dhanushkodi, entered service in 1910 as a probationer. He retired under age limit on 30th June, 1941.

Mr. F. S. Andrews, II Class Guard, Madura, entered service in 1906 as a Brakesman and retired as a Guard on 30th June, 1941.

Sri T. Ramunujam Naidu, II Class Guard, Tinnevely, entered service as a Brakesman in 1909 and retired voluntarily as a Guard on 27th April, 1941.

Sri C. Sankaran Nair, III Class Guard, Dindigul, entered service as a Pointsman in 1905 and retired as a Guard on 15th April, 1941, after a service of 36 years.

Sri G. Ramasamy Naidu, Brakesman, Madura, entered service in 1911 as an Interlocking Porter and retired as a Brakesman on 30th June, 1941.

Sri T. K. Lakshmana Rao, Ticket Examiner, Madras Egmoro, entered service as a Clerk in 1907 and retired as a Ticket Examiner on 24th May, 1941.

Sri M. Sekaran, II Class Guard, Ernakulam, entered service as a Marker on Rs. 7 in 1910 and retired as a Guard on 30th June, 1941.

Sri N. Muthusamy Naidu, III Class Guard, Mayavaram, joined the Railway as a Peon in 1906 and retired as a Guard on 30th June, 1941.

Sri A. Ramu Mudaliar, III Class Guard, Mayavaram, entered service as a Probationer in 1908 and retired as a Guard on 30th June, 1941.

Sri E. Subbaraya Pillai, II Class Guard, Trichinopoly Jn., entered service in 1908 and retired as a Guard on 30th June, 1941.

Sri N. Babamiah, Signal and Interlocking Maintainer (Mechanical), entered service as a Hammerman in 1911 and retired voluntarily as a Signal Fitter on 24th December, 1940.

Mr. B. Abdul Rahiman, I Fireman Class 'A', Madura, entered service as an Engine Cleaner on Rs. 6 per mensem in 1912 and retired as a First Fireman on 22nd April, 1941.

Sri Namasivayam, Rolling Stock Fitter, Dindigul, entered service as a daily paid Cooly in 1911 and retired as a Stock Fitter on 30th April, 1941.

Sri N. S. Sambamurthi Iyer, Train Lighting Fitter, Trichinopoly Jn., retired on medical grounds on 9th April, 1941. He entered service as a Peon in 1912.

Sri S. Natesa Pillay, Train Lighting Fitter, Villupuram, entered service as a Fitter in 1911 and retired on 14th June, 1941. He was for sometime a member of the Madras District Staff Committee.

Sri Sudalayandi Pillay, Head Pointsman, Tuticorin, entered service as a Pointsman in 1910 and retired on 13th March, 1941, on medical grounds.

Sri Venkatachalam, Pointsman, Dalmiapuram, entered service as a Pointsman in 1917 and retired on 29th June, 1941.

Sri Nambikkai, Fitter Cooly, Madura, entered service as a Painter Cooly in 1919 and retired on 21st April, 1941 on medical grounds.

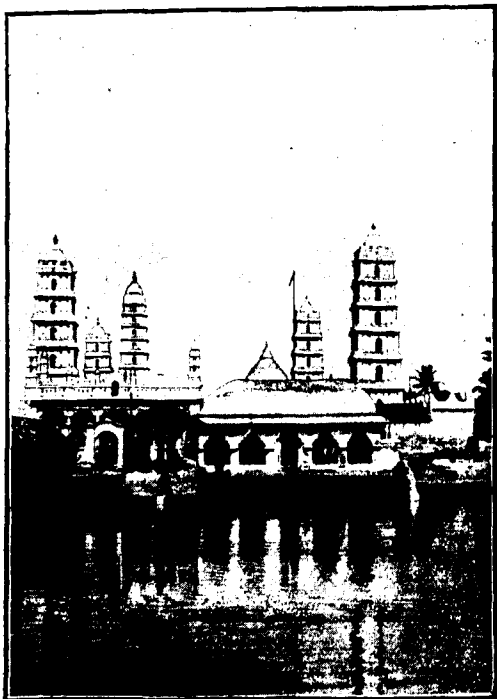
OBITUARY.

It is with regret we have to record the death of **Mr. A. Anugraham**, Goods Station Master, Madras Beach, on 24th May, 1941, at the early age of 48 after a short illness. He entered service in 1910 as a Clerk and rose to the position of a Goods Station Master by dint of hard and conscientious work. In him the Railway has lost a faithful and efficient employee. We offer our condolences to the members of the bereaved family.

We regret to record the demise of **Sri C. S. Aiyasami Iyer**, Chief Parcel Clerk, Madras Egmoro, on 6th June, 1941. He entered service in 1908 as a probationer and after having served in various capacities was promoted as Chief Parcel Clerk, in 1936. He was known to be a very popular official. We offer our condolences to the members of the bereaved family.



Season's Attractions.



The Durga Nagore.

The season July—October is ideal for touring in South India. With the break of the monsoon, the rivers are full and the fields are green and cool winds sweep the country. The seasonal festivities at the ancient temples attract large holiday crowds. The waterfalls at Courtallam, Papanasam and Banathirtham are visited by those in quest of health and pleasure.

Kandoori festival at Nagore

(26-6-41 to 9-7-41). This annual festival is celebrated at Nagore in honour of a Mahomedan Saint "Miran Sahib" who lived in recent times and performed many miracles and finally died at Nagore. It is interesting to observe that at this festival, Hindus and Mahomedans worship the saint together.

Although the festival lasts for 14 days, the most important event is the 'Procession of the Sandal Pot' on 5th July (the 10th day of the festival).

It is said that the Durga at Nagore was built and endowed by Achuthappa, a Naick Ruler of Tanjore.

Adi Tapas at Sankaranayinarkovil

(28-7-41 to 8-8-41). A twelve day festival at the Sankaranarayana temple attracts both Vaishnavite and Saivite devotees.

The term 'Adi Tapas' connotes the penance performed by Parvathi (consort of Siva) at the holy spot to realise the truth that Siva and Vishnu are but one, though people worship them by different forms and names.

The tenth day of the festival marks the culmination of the 'Penance' (Tapas) when Siva presents Himself to Gomathi (the Goddess), as Sankara (Siva) and Narayana (Vishnu) in one form.

Adi Amavasai at Dhanushkodi

The two most important New Moon days in a year to the Hindus occur in the months of Adi (June-July) and Thai (December-January). Sea bathing at Dhanushkodi, Vedaranniyam and Point Calimere are considered particularly meritorious on these days.

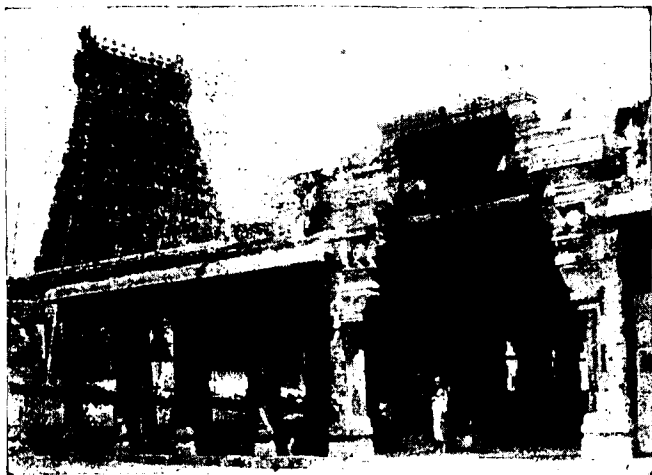
The Adi Amavasai falls on 23-7-41.

Adi Tirukalyanam at Rameswaram

(17-7-41 to 3-8-41). Those visiting Dhanushkodi for the Adi Amavasai bath will have the advantage of witnessing the Tirukalyanam festival celebrated at Rameswaram during this period. The Silver Car procession on the 24th and the holy



Temple Rameswaram.



Shammuga Vilas Tiruchendur.

wedding on the 29th are the most important events of the festival.

Avani festival at Tiruchendur

(13-8-41 to 24-8-41). Important days are the 17th, 19th, 20th and 22nd. The seaside shrine of Lord Subramanya at Tiruchendur has a special attraction during this 12 day festival. The procession of Subramahya mounted on golden peacock, and golden and silver chariots on the several days of the festival is an imposing sight.

The sea bath and the curative properties of the mineral waters (sulphur tank) nearby add to the attractions of this seaside shrine.

Velanganni

Seven miles from Negapatam, the Catholic Church at Velanganni attracts both Christian and Hindu worshippers every year during the annual festival celebrated here from 29-8-41 to 8-9-41.

The "Lady of Health" known as "Arokia Matha" is held in high reverence by Christians and Hindus



The Church of the Lady of Health—Velanganni.

alike as the Dispenser of Health. Many votaries from far off places visit the shrine.

The religious tolerance of the rulers of Tanjore who made no distinction between a Hindu, a Christian, and a Mahomedan is well exemplified here as well as at Nagore.

Adi Pooram at Srivilliputtur

(17-7-41 to 27-7-41). This festival is celebrated at the Andal temple. Sri Andal was a devotee of Lord Vishnu and it is stated that she was picked up by Saint Perialwar as a foundling in the temple garden on the Adi Pooram day. Sri Renganatha was so pleased with her devotion that He fulfilled her desire by marrying her. The several incidents connected with her saintly life are enacted during the several days of the festival. The procession of Sri Andal and Rangamannar on gold and ivory palanquins on 21-7-41 and the 'Sayanam' representing Rangamannar reclining on the lap of Sri Andal on 25-7-41 are worth witnessing.

ANSWERS TO PUZZLES—(at page 36.)

1. PHTH is pronounced T as in PHTHISIO
2. I am carelessness.
3. CARESS.
4. 1118 feet.
5. 31-7 years.
6. The Hearts, Club and Spade Kings are left-handed. The Hearts King is the militant one with his sword-arm raised.
7. Tacitus, the great Roman historian who lived from 55 A. D. to 120 A. D. His historical works include one on the Germans of his time. They do not seem to have changed.

OLO is "UR " COLONEL
GN is "N " GNAT
YRRH is "ER " MYRRH



TRAVEL NEWS

Autobhan to the Cape

Constructed at a cost of Rs. 11 lakhs and in the record time of 18 months, the 54 mile road from Trivandrum to Cape Comorin with 15 miles of concrete surfacing and 9 miles of tar-creting at the ends, is India's first and longest autobhan. This road, starting from Trivandrum passes through beautiful scenery on either side and leads to the sea at Cape Comorin.

In the words of His Highness the Maharaja of Travancore, "Cape Comorin at one end of our land is not only a meeting place of the three seas, whose depth witnesses the glories of sunrise and sunset, but is a spot hallowed by the maiden goddess praying for her chosen lord, whose abode is in the Himalayas. She symbolizes alike the eternal quest of the human soul and the essential unity of India both physical and psychological." Visitors to the Cape can find

restful accommodation in the Cape Hotel run under State management.

A War Trophy

Two Fighter Planes of the German Luftwaffe which were shot down over South-East England have recently arrived in Bombay and will be on exhibition at Bangalore and Hyderabad respectively. The plane to be exhibited at Bangalore is a Messerschmidt '109'. This will be housed in a Shamiyana on the South Parade.

Madras

An additional amenity to visitors to the Metropolis is the "Swimming Pool" at the Peoples' Park.

A Travel Comfort

Women's compartments in third class carriages on the South Indian Railway will shortly be provided with mirrors.



Temple on rock—Hosur.



Kenilworth Castle near Hosur.

Travel Concessions

From 1st May 1941, the third class combined rail and bus ticket fares between Trichinopoly stations (Trichinopoly Jn., Trichi Palakarai, Trichi Fort, Golden Rock, Ariyamangalam Train Halt and Trichi Town) and Pudukottai Town have been reduced to Re. 0-8-6, the fare to Srirangam being Re. 0-9-6.

The bus fare from Trichinopoly Jn. to Main Guard Gate has been reduced to Re. 0-1-0 in the case of passengers travelling with combined rail and bus tickets.

Return Tickets to Tenkasi (for Courtallam Falls) and the Hill Stations

The season at Courtallam lasts up to the end of September. The call of the falls is irresistible to those in quest of health and rest. Return tickets in all classes are issued up to 30th September, 1941 at 1½ fares for the double journey available for 45 days in the case of upper class passengers and their servants, and 15 days in the case of third class passengers.

Similar return tickets are also available to the hill stations, Ootacamund, Wellington, Coonoor and Kodaikanal (Out Agency). To Kodaikanal a charge of Rs. 6 for upper class passengers and Rs. 3-4-0 for third class passengers will be levied for the road portion of the journey from Kodaikanal Road station to the Kodaikanal Out Agency and back.

Return Tickets between Hyderabad and the Nilgiris and Kodaikanal Hills

Return tickets from Hyderabad B. G. and Secunderabad to the hill stations (Coonoor, Wellington and Ootacamund and Kodaikanal Out Agency) available for sixty days are issued from 12th May 1941, at 1½ single journey fares over the Nizam's State Railway and the M. & S. M. Railway and 1½ single journey fares over the South Indian Railway for the double journey.

For the road portion of the journey from Kodaikanal Road station to Kodaikanal Out Agency and back, two single journey fares will be charged.

Second class return ticket holders to the stations on the Nilgiri Railway are allowed to travel only in third class over the Nilgiri Railway, for which 1½ third class fares will be charged.

Third class return tickets at two single journey fares will be issued to servants of upper class passengers available for sixty days from the date of issue.

A National Park

The Periyar jungles adjoining the Periyar lake will soon be the first national park in all India. The Travancore Government are planning to make it a wild animal sanctuary.

The locality with its precipitous cliffs guarding three of its sides with a perpetual water supply in

its centre is ideally suited for a national park. The climate is never too hot nor too cold. The scenery is superb. No expensive roads have to be cut or maintained to enable visitors to see it. One can cruise in perfect comfort in a launch on the placid Periyar lake and admire the scenery and enjoy the sight of wild life on its banks.

The proposed park will be about 160 square miles in extent.

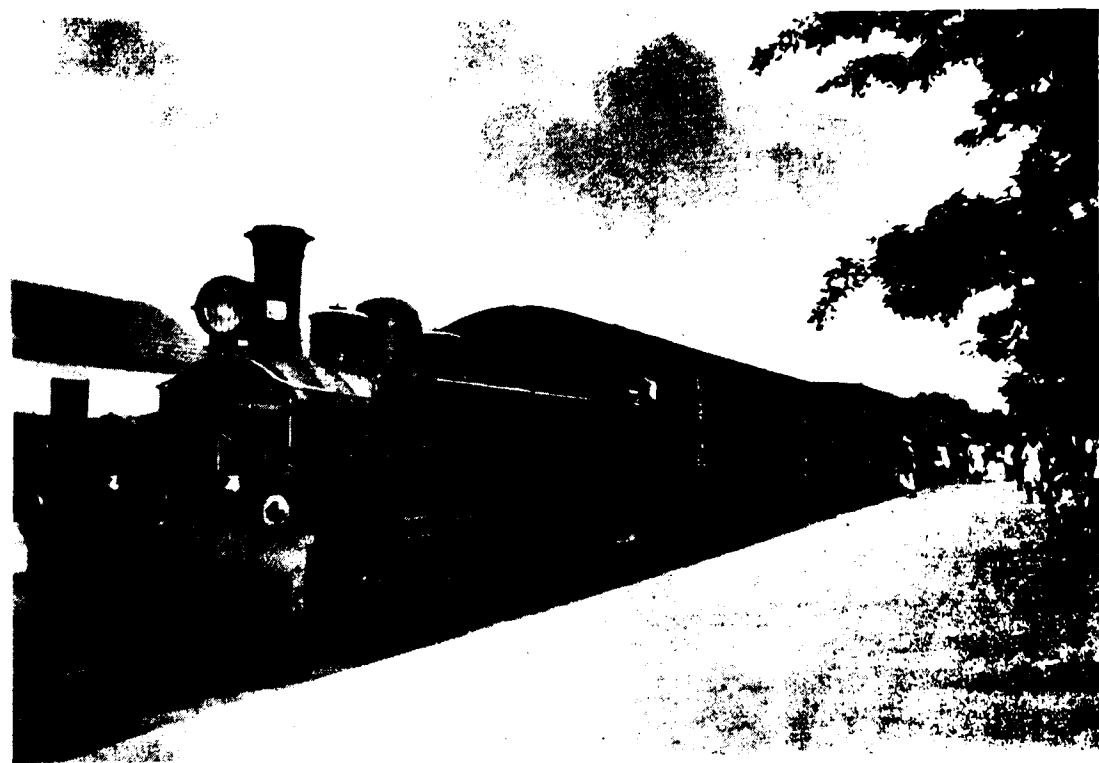
Collection and Delivery Services in Madras

From 1st June 1941, the Garage Ltd., Madras, have been appointed the Company's Agents to collect consignments of goods at places of business, factories and godowns, offices or private residences, and transport them to Madras Egmore or Madras

Beach Goods Shed for despatch by rail. The Agents will also transact business on consignors' behalf at the goods sheds. Similar arrangements have been made to deliver at the consignees' residences or places of business such goods and parcels as addressed.

Those desiring to avail of these services should communicate with the Agents (The Garage, Ltd., 176, Mount Road, Madras) or the Goods Station Masters, Madras Egmore or Madras Beach.

The areas served by Madras Beach are Royapuram, Washermanpet, Manna-li, George Town, and Fort St. George, while those served by Madras Egmore are Egmore, Kilpauk, Vepery, Purasawalkam, Perambur, Perambur Barracks, Park Town, Chintadripet, Triplicane, Mylapore, etc.



Narrow Gauge Train: Ticupattar—Krishnagiri Railway.

"Ladies and gentlemen," shouted the street-corner salesman, "I have here a flexible comb that will stand any kind of treatment. You can bend it double, you can hit it with a hammer, you can twist it, you can—"

"Can you comb your hair with it?" inquired an interested listener.

Economies in Transport.

The three standard fundamentals of railway working are:—

- (1) Load all the revenue possible into each wagon under its weight and bulk capacity.
- (2) Attach as many wagons as possible to each train.
- (3) Run the lowest possible number of trains.

Business Corner.

French Customs

On and from May 5, 1941, the office of the Collector of Customs, Karaikkal and Pondicherry has been closed and his duties in respect of the French Ports are carried on by the Collector of Salt Revenue, Madras as Chief Customs Officer for out-ports.

Travancore Timber and Tea

There are 2,360 square miles of forests in Travancore producing the best species of hard timber and the best species of soft wood in India. Next to Assam, Travancore produces the largest amount of tea in India.

Travancore Rubber

Travancore is the biggest rubber producing country in the whole of India, and has over 97,000 acres under rubber.

Biological Station for Madras

The Madras Government have sanctioned the establishment of a fresh water biological station near Madras for doing research work in rural pisciculture. The scheme is for a period of five years. It is expected that the operations will commence by October, 1941.

Punalur Paper Mills

It is stated that reeds can be made into a satisfactory cream laid or white printing paper. The Punalur Paper Mills are utilising reeds for making paper and their present requirement is about 3,500 tons of reeds annually. With the expansion and development of its activities, it is expected that 8 to 9 thousand tons of reeds may be required in the near future.

Sir C. P. Ramasamy Iyer, Dewan of Travancore, inaugurated the new Turbine equipment of the Punalur Paper Mills on the 27th of February 1941.

Forewarned

He failed in an examination in all the five subjects. He wired his mother. "Failed in all five

It is expected that the output of paper from the Mills will be considerably increased.

"Minerals"

One million tons of celestite—a mineral of which India imports several tons per annum for military use, pyrotechnics and medicinal preparations—have been found to occur in Trichinopoly district. This is distributed over an area of ten square miles. The deposits are stated to be easily accessible and it is understood that applications for mining leases have recently been received by the Madras Government.

The India Trade Commissioner's report reveals that Indian manganese ore and mica are in demand in the United States of America. Mica is used extensively in the manufacture of aeroplanes.

Electricity versus Oil

It is estimated that nearly forty lakhs of hurricane lanterns are imported into India annually. Although electricity has replaced oil in urban areas, there is still great demand for the latter in rural parts.

There are already two lantern factories in Bombay and Calcutta and another factory is shortly to be opened at Delhi.

Aid to the Wounded

A "shell dressing" factory has recently been started in the Madras Presidency under the Government Medical Stores Department. The out-turn of the factory is expected to be 30,000 shell dressings per day.

Tea Parcels to United Kingdom

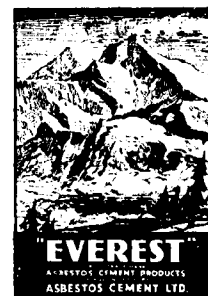
Parcels of tea despatched from abroad after March 10, 1941 or *bona fide* unsolicited gifts to individuals in the United Kingdom should not exceed two pounds in weight. If in excess of two pounds they will be confiscated.

subjects. Prepare dad." In a few minutes his mother wired back,

"Dad prepared, prepare yourself."

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CROSS WORD PUZZLE—No. 8.

(For Amusement only.)

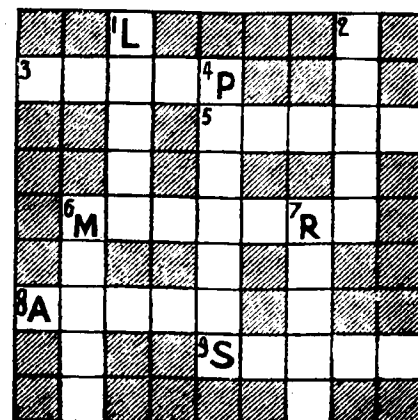
CROSS CROSS.

(4 DOWN AND 6 ACROSS).

Their lifelong task "to rear the tender thought.
To teach the young idea how to shoot."

DOWN.

1. A nail you'll never have to find
To hold a climber of this kind.
2. Remains— but ne'er applies
To modern girls in modern guise.
6. Walking so nicely
Talking precisely.
7. A kind of surface may be seen
Bordering on the green.



ACROSS.

3. Here's some money for your food.
It may not be quite all you need.
5. Marshal in a dress you may
Find a chance for sheer display.
8. A state in which 'tis sad to stay
I find that reason's apt to sway.
9. To work lazily is cutting time to waste :
Though in this case it has a pleasant
taste.

ANSWERS TO CROSS WORD PUZZLE—No. 7.

ACROSS.

- | | |
|-------------|-------------|
| 1. Lug | 24. Adore |
| 4. Clothes | 26. Say |
| 10. Opaque | 27. Noted |
| 11. Rich | 29. Pun |
| 12. Cot | 30. Weld |
| 13. Tacitly | 32. Finesse |
| 15. Knew | 35. Toy |
| 17. Sap | 36. Lour |
| 18. Waver | 37. Elfin |
| 20. Net | 38. Tufty |
| 22. Trade | 39. Ago |

DOWN.

- | | |
|------------|-------------|
| 1. Locket | 19. Venus |
| 2. Upon | 20. Nodetia |
| 3. Gateway | 21. Needy |
| 4. Cut | 23. Ratio |
| 5. Lease | 25. Dew |
| 6. Trip | 28. Onset |
| 7. Hit | 29. Peru |
| 8. Elair | 31. Long |
| 9. Shy | 32. Fly |
| 14. Carat | 33. Nut |
| 16. Wad | 34. Fly |

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- * Over 2,000 age-old Temples (ANANTHASAYANAM, VARKALA, VAIKKAM, Kaladi, Kanyakumari, etc.) open their portals to Hindus of every class.
- * The Art Galleries at Trivandrum house the finest collection of Asian Paintings and beautiful specimens of Travancore's Arts and Crafts.
- * The Zoological Gardens, the Museum, the Veli Boat Club and the Aquarium are among other attractions of the Capital.
- * Up in the hills, on the shores of the Periyar Lake, is THE ROYAL GAME SANCTUARY, India's National Park where you can watch wild life in their natural habitat.

WHILE AT TRIVANDRUM, STAY AT
THE MASCOT HOTEL
RUN BY THE GOVERNMENT OF TRAVANCORE.

For Particulars Address :—

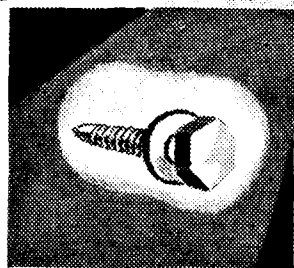
THE DEPARTMENT OF INFORMATION, TRIVANDRUM



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FLIGHT

man's greatest achievement



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OF STEEL**

To the people of yesterday how amazing and unbelievable would appear that concrete fact that man, to-day, spans the sky-ways of the world. And, whether or not the heavens echo the menacing roar of bombers, or the hum of aerial argosies, it is the strength of steel which has given man his wings. It is the dependable, tested strength of this metal which has linked step to step in this scientific triumph of modern civilization.

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Over 1-volt per cell
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For the Oxy-acetylene Welder
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Because—

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- * There is a saving of over 70 per cent by issuing "Sight Feed" Acetylene Gas in place of "bottled" acetylene.
- * The "Sight Feed" Generator produces a purer "hotter" acetylene.

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"RAPHAEL ASTHMA SPECIAL."

A matchless remedy, highly recommended in both initial and advanced cases of bronchitis, asthma, consumption and other lung diseases. It is also of great use when there is difficulty in expelling Phlegm—it brings out the phlegm without increasing secretion. It has a very pleasant and agreeable taste—A Heavenly bliss to the suffering humanity.

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