

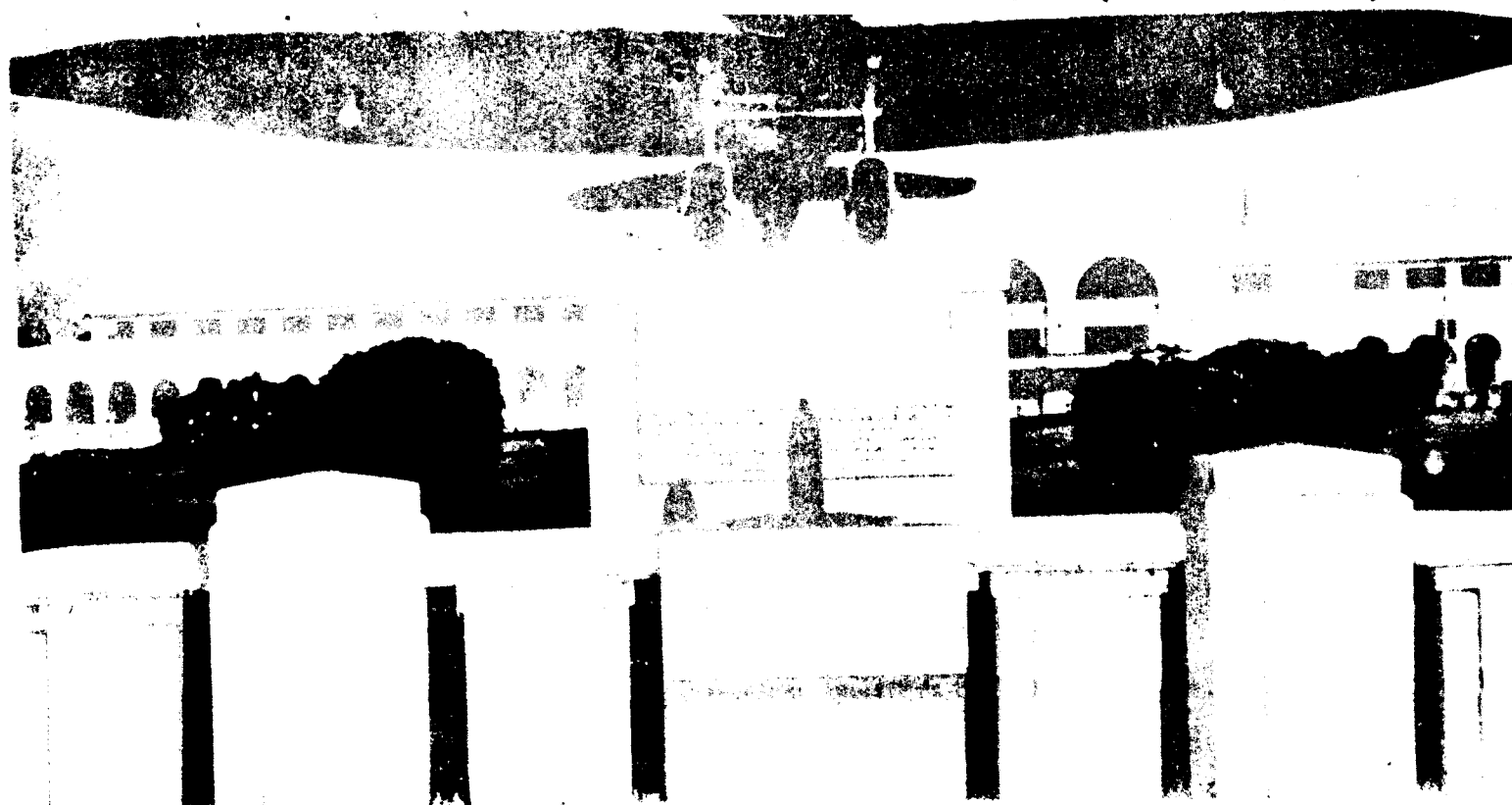
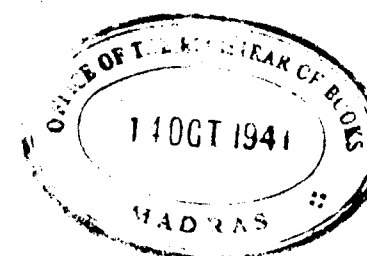
SOUTH INDIAN RAILWAY

MAGAZINE

NO 13 Oct-1961

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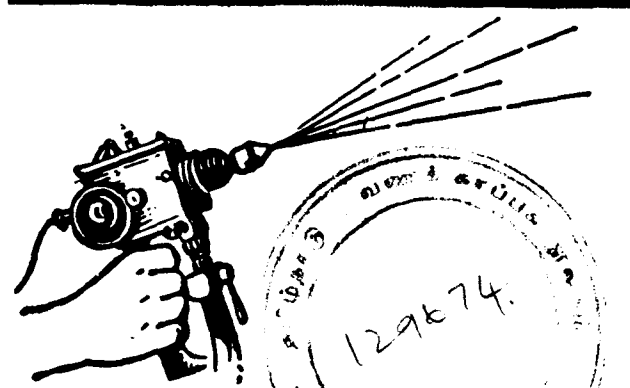
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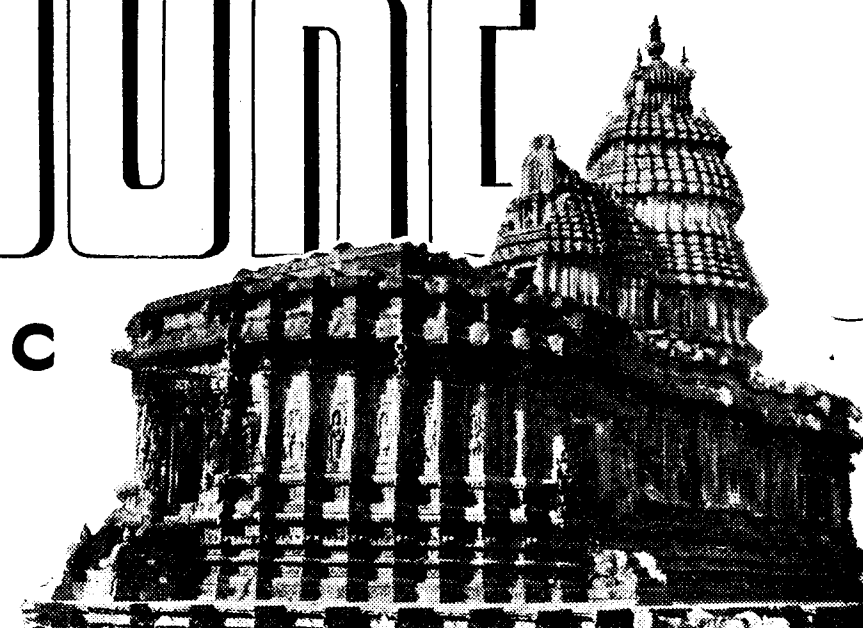


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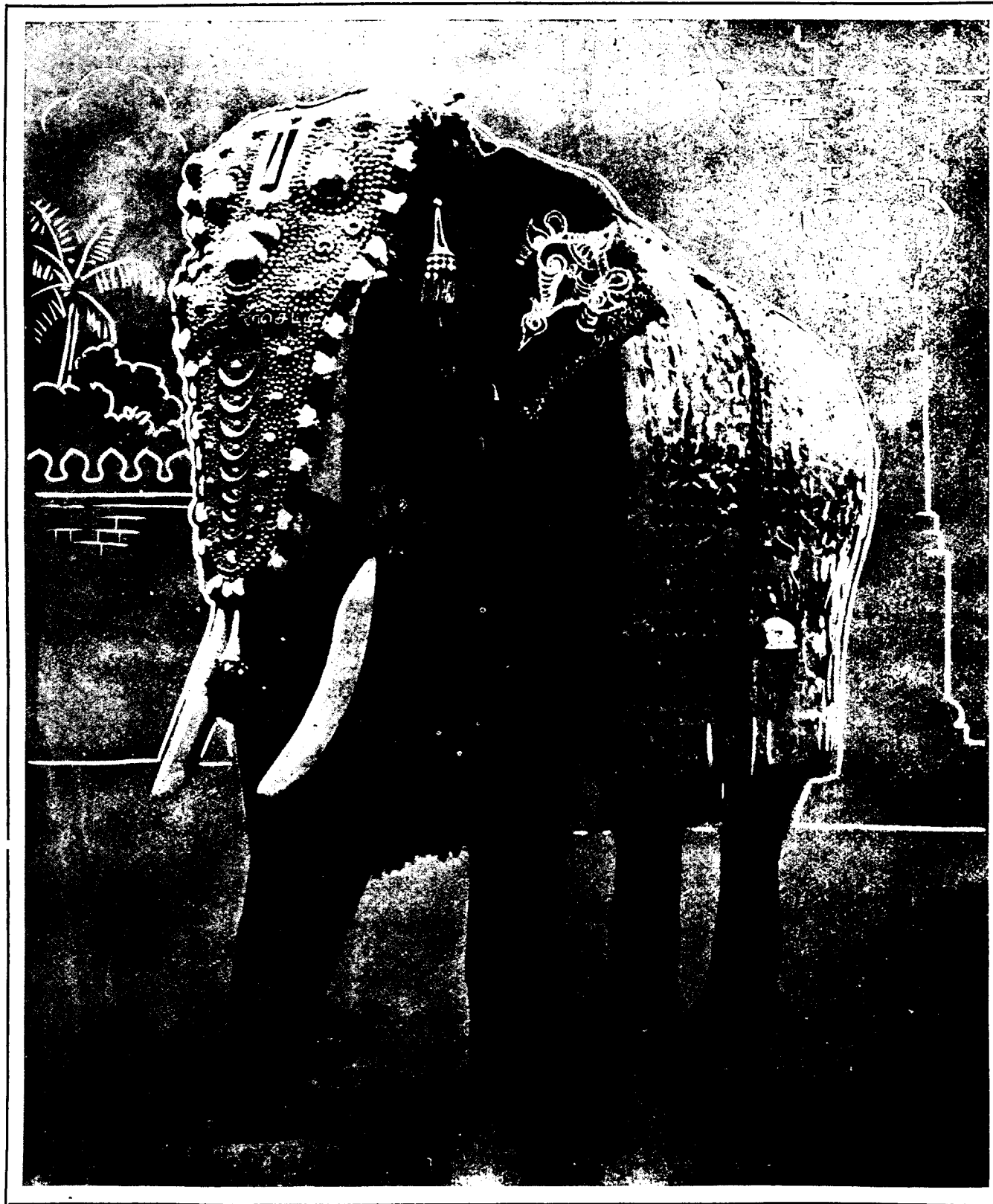
**THE MAGIC
TRAVEL-
LAND**



Beauty reigns over the still, sun-baked temples . . . over their matchless carvings, superb sculpture, pictured epics of faith and piety. There they will remain to the end of time . . . dumb witnesses to great days and great craftsmen of old—and wonders upon which the traveller of to-day can feast his admiring eyes.

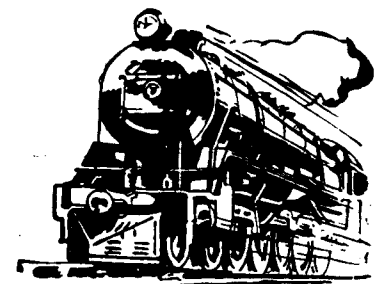
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Full travel particulars from
the Publicity Officer to the
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TEMPLE ELEPHANT.

SOUTH INDIAN RAILWAY MAGAZINE



OCTOBER

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 Nov. 1941.



NOTES & COMMENTS

1st September, 1941

The end of two years of war finds the Allies' strength with the help of America mounting up preparing to deliver blows that will destroy once and for all the monster of Hitlerism—That the beast is already severely wounded is obvious from the decline in the Nazi and Fascist boastings, and the reluctance of their leaders to follow up their "speeches" of last year predicting the overthrow of the British Empire. They are still engaged in a death struggle with giant Russian forces—while the battle of the Atlantic is being slowly but surely won, and the R. A. F. are hammering away at the enemies' vitals. Meanwhile, the war draws closer to India and it behoves us all to make every effort within our power to assist the forces which are fighting for the deliverance of the World.

The Empire prays

On 7th September, 1941 in every church, temple and mosque throughout the British Empire prayers were offered for the success of His Majesty's Arms. There was never more need for man to pray than at this hour in the affairs of the world. Every prayer is an act of introspection and an act of self-surrender to the Creator. That a whole Empire should in this hour of crisis resolve to send up its prayers is remarkable proof of the fullness of its faith and the tightness of its cause.

This was what was affirmed in the 8 point Declaration of the Atlantic Charter. The great leaders of the two Western Democracies have laid down that "All nations of the world for realistic as well as spiritual reasons must come to the abandonment of the use of force." This Declaration has had a profound effect on the Indian people. With the tide of war rolling nearer to our shores—and not from one direction only—India is prepared to give a firm and realistic answer

to the brutal challenge of the dictators. But India has already shown her mettle: As His Excellency the Viceroy said,

"Her young men have come forward to answer the call for service on the sea, on land and in the air; her factories, her mills, her dockyards are working night and day to produce munitions and equipment, the Princes and people have poured their wealth in free-will offerings to meet the cost of war; her citizen defenders have enrolled themselves in tens of thousands to protect their homes and to secure the public peace; and the world will not forget how, after the darkest hour of the Allied cause, Indian soldiers went into battle on a December morning in the Western Desert as the spearhead of a great attack, and won at Sidi Barrani, our first resounding victory."

"India is awake; she is mighty and formidable" and will do her duty by God and Man.

India's War Effort—Transport in War Time

The strain put upon India's Railway system in the transport of heavy materials will be felt increasingly



Railway Out-Agency Office, Nagercoil.

as the war progresses. The co-operation of the trading public is being sought to keep traffic moving by the expeditious loading and unloading of wagons. A genuine response to this appeal will go a long way toward solving future railway transport difficulties, thereby assisting India's war effort.

Closure of Railway lines

It is not without a genuine feeling of regret that the closure of the narrow gauge lines between Tirupattur and Krishnagiri and Morappur and Hosur was decided upon. These lines were originally undertaken as famine feeder lines and it was hoped that the country thus opened up would develop and make the lines paying ones with the passing of the years. But during their life of 35 years it has been one long struggle to make both ends meet.

Elsewhere in this issue is a note on their history. That the area cannot support even a Light Railway of this type shows the low economic condition of the tract it traversed. The closure of the lines serves as a warning to those enthusiasts who are ever eager to open up the interior of the country with Light Railways, that unless the transport problems of the country are handled with a greater sense of realities and with due regard to sound principles of commerce and finance, national interests will suffer in the long run.

Nagercoil, without a Railway, now linked by an Out-Agency

A large gathering of citizens of Nagercoil attended the inauguration of an Out-Agency in that town to-day (1st September 1941) by Mr. H. J. Crane, Chief Commercial Superintendent of the South Indian Railway. Mr. M. K. Neelakanta Iyer, Chief Secretary to the Government of Travancore presided, and in his opening speech referring to the industrial activities of the Travancore State said that the co-ordination of road-rail transport was essential to the development of Commercial prosperity. He eulogised



Mr. H. J. Crane, Mr. M. K. Neelakanta Iyer (centre) and Sri S. Kumaraswami.

the enterprise of Sri. S. Kumaraswami of the Pioneer Motor Service, who were to perform the road services under the Railway's scheme, and wished him all success.

Mr. H. J. Crane said it had been stated that when the Railway to Trivandrum was constructed in 1904 it should have taken its natural route *via* Nagercoil. When the route through Shencottah was chosen, one of the main considerations which rested with the Travancore Government was the tapping of the resources of the Ghat Section. Nevertheless, Nagercoil the third largest city in the State remained isolated from the Railway. This was a severe handicap to a place of such importance and for many years the South Indian Railway had been endeavouring to alleviate this handicap by introducing through booking arrangements by means of an Out-Agency. The road route traversing both British and Travancore territory and the unstable conditions of road transport led to difficulties. These difficulties had with the co-operation of the Travancore Government at last been overcome, and from to-day (1st September, 1941) it would be possible for passengers, parcels and goods to or from any station in India to be dealt with at Nagercoil. The Pioneer Motor Service had been appointed the Railway's Agents to perform the services over the road journey. The advantages of these facilities to the Trading Community of Nagercoil could be readily understood, as in future, Traders could have their goods and parcels addressed to Nagercoil instead of

Tinnevely the nearest rail head. The South Indian Railway was thus now linked with Nagercoil by road, and of all the co-ordinated road-rail services which the Railway has undertaken this promised to be the most important.

Mr. Crane concluding said that it gave him much pleasure and satisfaction to inaugurate the services as he felt that they would give the Railway a much sought after relationship with the important city of Nagercoil. He wished the services all success.

At the close of the inauguration services, Mr. Crane issued the first Railway ticket amongst much enthusiasm of those present.

The Agent & General Manager meets the S. I. Railway Employees' Association

The Agent and General Manager met a deputation of the Office-bearers of the South Indian Railway Employees' Association at Trichinopoly Jn. on Saturday the 23rd August, 1941. He accorded recognition to the Association subject to the approval



The Agent and General Manager and the Office-bearers of the South Indian Railway Employees' Association.

of the Home Board and on terms and conditions similar to those laid down for the recognition of the South Indian Railway Labour Union. We publish elsewhere a report of the proceedings of this meeting.

The Unveiling of Mr. Muirhead's Portrait

At the 72nd meeting of the South Indian Railway Local Advisory Committee held on 26th July, 1941, at Trichinopoly, a portrait of Mr. C. A. Muirhead, C.I.E., Director, was presented to the Railway by the Members of the Committee. The Officers of the Agency and other senior Officers of the Railway attended the function. In asking Dr. (Mrs.) Mangalam—a member of the Committee—to unveil the portrait, Mr. J. F. C. Reynolds, Agent and General Manager observed that the presentation which meant something more than a mere expression of generosity on the part of the Committee, was also symbolic of the cordial and happy relationship which he knew had always existed between them and Mr. Muirhead. He thanked the Committee

for this gift on behalf of himself, the Officers and staff of the Railway and expressed his appreciation of the manner in which it was to come into their possession. After speeches by some of the members, the Chairman invited Dr. (Mrs.) Mangalam to perform the unveiling ceremony.

An Appeal

In our last issue we referred to the devastation caused by the cyclone in Malabar. The following appeal has been made by the Kerala Cyclone and Flood Relief Committee, Trichinopoly.

"The public are aware of the Cyclone that recently devastated Kerala. The suffering it has caused is comparable with that occasioned by the Bihar and Quetta earthquakes. The loss to property is estimated at over a crore of rupees. Fifty thousand huts have been destroyed rendering over two hundred thousand persons homeless and destitute. Starvation faces these persons. Women and children wander about with no shelter against the heavy rain that is still falling. Relief measures are being undertaken by various agencies but money is badly and urgently needed. We appeal to you to give of your best for providing food, clothing and shelter for these men, women and children, who to-day face sickness and death from hunger and exposure."

We commend this cause for relieving the sufferings of these unfortunate people to the charity of our readers. Subscriptions should be sent to

*The Treasurer, Mr. K. KARUNAKARA MENON
of the Oriental Government Security Life
Assurance Co., Ltd., Trichinopoly.*

A great opportunity to save

We publish elsewhere a further appeal to the staff to aid the prosecution of the war by investing in Defence Savings Certificates. With all the advantages this scheme possesses it should commend itself to one and all as an excellent investment.



Portrait of Mr. C. A. Muirhead.

His Highness Sri Kerala Varma, Maharaja of Cochin

His Highness was formally installed by the Resident for the Madras States at a public Darbar held in the Darbar Hall at Ernakulam on 23rd May, 1941. Nine days earlier, His Highness had performed the religious ceremonies in connection with the installation at the Mattancheri Dutch Palace.

The Resident conveyed a message to His Highness from His Excellency the Crown Representative felicitating His Highness on his accession to the throne and wishing him a prosperous and a successful reign.

His Highness made the following reply :

"Mr. Resident, I am grateful to you for the kind message of congratulation which you have conveyed to me on this occasion on behalf of His Excellency the Crown Representative. Please convey to His Excellency my sincere thanks for his kind message of good wishes and congratulation. I take this opportunity of expressing to His Excellency my devotion and loyalty to His Majesty the King Emperor.

I have been called to this *gadi* at a moment when the world is passing through one of the greatest crises in its history. All those precious and noble institutions and ideals which lovers of human liberty all the world over have cherished for centuries are now threatened with destruction in the epic fight



His Highness the Maharajah of Cochin.

India's War Effort

"To-day there are well over 1,00,000 Indian troops serving overseas. In the Middle East, Indian Soldiers are keeping our frontiers free of the menace of Nazi destruction and oppression. In the Far East also

Japan's southward move is being carefully watched and Indian soldiers in Malaya and Burma are ready to play their part in the defence of India's eastern bastions."

against the forces of evil. Victory is bound to come to those who fight for the establishment of justice and liberty.

You may assure His Excellency that in this struggle the resources of my State are at the disposal of His Majesty the King. I am earnestly praying to God Almighty for the speedy victory of the British nation in her noble fight against the powers of destruction. I once more thank you for your kind message of good wishes and congratulations."

Our Cover design

The half-scale model of the famous "Spitfire" fighter aeroplane, appearing on our front cover page was presented by the Railway officials at Golden Rock and Trichinopoly as an invitation to the public to subscribe to the Madras War Fund. It stands on a masonry pedestal in front of Trichinopoly Junction station. Underneath the model is a board giving a description of the plane together with a Howitzer Shell manufactured in India to serve as a collection box. Mr. Lourdaswami Pillai, Contractor, erected the pedestal free, which enabled the sum subscribed for that purpose to be donated to the War Fund.



Our London Letter.

(By Arthur L. Stead.)

LULL steam ahead to victory is the slogan of the Home railways these stirring days. Backed up by liberty-loving colleagues of every race and creed throughout our vast free Commonwealth of Nations, and supported so magnificently by the arms resources of the United States, Home railway employees continue to achieve the miraculous in keeping the wheels of transport turning. Heartening, indeed, is the sight of planes and tanks, guns and ammunition, pouring in from across the Atlantic, to be distributed throughout our tight little island by air, rail and road. By the time this letter is published, our own and America's armaments output will have reached prodigious proportions, and you in India also will rightly be taking pride in the ever-increasing output of arms of all kinds, made possible by the enthusiasm and loyalty of your workers.

With the over-running of the Balkans by the Nazis there can be no possible doubt in the minds of any thinking man as to the vital need for liberty-loving folk to concentrate all their energies upon the defeat of aggression. Norway, Denmark, Holland, Belgium, France, Poland, Czechoslovakia, Greece, and the other over-run lands now in the grip of the Nazis provide only too significant a lesson of what would happen to our free countries should we for a moment relax our efforts. As I write, the Nazi octopus is stretching out its tentacles towards India, but with all of us pulling together we need have no fear as to the ultimate outcome of this titanic struggle.

War time working

It would be impossible to exaggerate the importance of railways in modern warfare, and it would be equally impossible to praise too highly the wonderful

achievements of the Home railways and their staffs in maintaining war-time communications. High explosive and incendiary bombs may rain on our stations and yards; Nazi guns may pour their shells across the Channel; every conceivable devilry may be practised by the enemy; and through it all Home railway workers calmly carry on, ignoring personal dangers and hardships, slaving away in their cause and yours, and never failing by one means or another to "deliver the goods".

Twenty thousand steam and electric locomotives, manned by seventy thousand skilled drivers and firemen to-day are at the disposal of the Home railways. Machines and men, I can assure you, are tough—very tough—and standing up to the strains and stresses of war in fine fashion. To give you an idea of the enormous traffics being handled, it has just been officially revealed that in the first eighteen months of the war the London, Midland and Scottish Company ran 10,512 special trains, conveying 2,960,142 men and 86,308 officers of the fighting forces. By the London and North Eastern Railway, it is officially announced, 10,000 special trains were run in the first fifteen months of hostilities for the movement of troops and equipment. In the historic Dunkirk evacuation, the Southern Company handled 734 special trains in just over one week, thus ranking as one of the greatest feats of transportation on record. During the first fifteen months of the war, the Southern Railway operated, exclusively for the evacuation of women and children, 1,300 special trains, carrying more than 446,000 passengers.

It should be noted that, in addition to the big demands on the Home railways for troop and passenger movement, heavier freight business is being dealt

with than at any other previous period. The Southern line, for example, was in peace-time essentially a passenger carrier, some seventy-five per cent. of its business being passenger, and only twenty-five per cent. freight. To-day, war conditions have changed these proportions to fifty-fifty for freight and passengers. On the other three big group lines, the proportion of freight to passenger traffic is very much greater.

Very clear proof of the fine way in which Home locomotives and crews have adapted themselves to war conditions recently was given by the complete removal of speed limits on passenger trains during daylight air raid "alerts," and the raising of the night maximum speed limit during raids from 15 to 30 miles per hour. Coupled with this splendid news, came the significant move of the L.M.S. Company in lifting the passenger train speed limit in raid-free zones from 60 to 75 m.p.h., where this fast running could be undertaken without undue strain on the track.

Even under war conditions, the Home railways find it possible to add new designs to their locomotive stocks. The Southern Railway recently put into service a fine new streamlined "Pacific," bearing the name "Channel Packet," this being the first of a new series of ten express passenger engines of what is proudly styled the "Merchant Navy" class. On the L.N.E.R., we have a new series of 2-6-2 type steam locomotives, the first of which is christened "Bantam Cock"; and the first of a batch of powerful electric locomotives for the newly converted Manchester-Sheffield tracks.

No Holiday Traffic

This summer, holiday traffic has been practically non-existent on the Home railways. Nevertheless, the group lines have introduced a certain number of new trains and facilities into their summer timetables. Additional sleeping and buffet cars are among the new amenities, and that famous through war-time service, never visualised in happier days—the daily through passenger train from Ashford,

in Kent, to Newcastle-on-Tyne—continues to operate, twelve hours being occupied on the throughout journey. Because of the war, workers are taking their brief holidays nearer home, and holiday traffic in general is neither catered for nor encouraged. All the same, we look forward with confidence to cheerier summers ahead, with the old familiar rough and tumble rush to Blackpool, Scarborough, the Isle of Man, and all the time-honoured haunts of the holiday-maker.

Ceaselessly, by day and night, the Home railway engineers and track maintenance forces continue to successfully counteract the effects of enemy attack by promptly tackling and completing repairs of every kind. The amazing work of the track maintenance staffs must be seen to be believed. I could take you to stretches of line in perfect order which, only a few hours previously, were a mass of bomb craters and twisted rails, presenting what might seem an almost hopeless job for the repair men. Yet, to look around at the trim line over which trains were running so smoothly, you would never dream that all the forces of destruction had but a little while before been let loose on this very same stretch of track. Often, before the bombs have ceased to drop, the repair gangs are busy, protected from Nazi murderers by armed machine-guns; and, come what may, trunk and branch lines are rarely closed for long.

Heroic deeds

Here is a typical example of quick repair work. During one heavy air raid, a high-explosive bomb dropped through the booking-hall of a big passenger station, bursting on the track over the station subway. The blast from the bomb in the confined space was terrific. Rails, timbers and girders over the subway were damaged, and sections of the platforms destroyed, along with many brick and tile constructions thereon. Cables housed under the platform nosing were also put out of action, some 200 to 300 tons of debris being produced. Two repair trains were at once got to work, the loading of the material and the track repairs being carried out by gangs transported

by motor trucks, with the result that the station was re-opened and both lines were operating with temporary signalling the same day, less than eight hours after the damage had been inflicted.

In another instance, a bomb hit one of the trough girders of a railway bridge over a road. The top flange of the girder was entirely blown away, and the lower flange bent downwards for several feet. Within a few minutes of the explosion, the structure was examined, and trains were allowed to cross on a single track half-an-hour later. A trestle was then built up from the roadway to support the damaged girder, and both lines were re-opened six hours later.

Railway Shelters

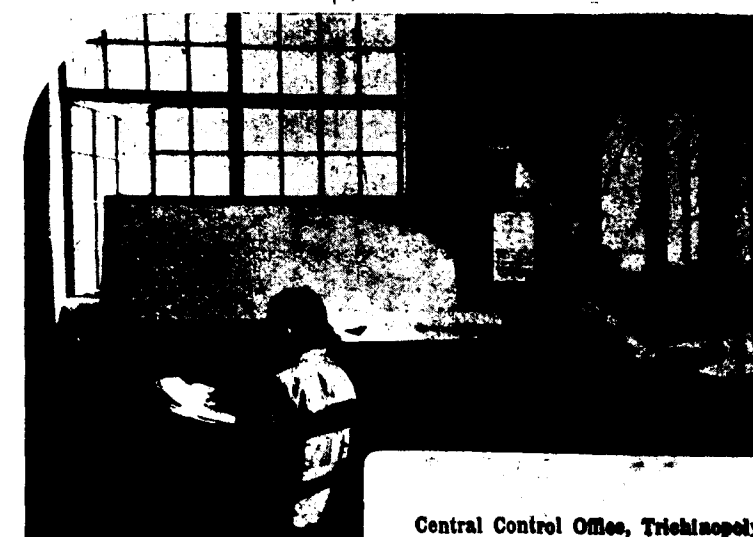
All of you know of the wonderful humanitarian work of the London Passenger Transport Board, in providing deep-level air-raid shelters for the brave women and children of the metropolis. In addition to the public air-raid shelters furnished by the London railways, the various companies also provide very fine shelter accommodation for their own staffs. Paddington, for example, has splendid underground shelters, providing safety, warmth, cleanliness and rest. For the different Great Western workers concerned, some 200 sleeping bunks are installed, these giving sleeping accommodation not only for employees, but also for their families living in the neighbourhood. Through the kindness of the Church Army, refreshments are provided at cost price.

Other noteworthy shelter accommodation is that provided by the Southern Railway for its staffs residing in South London. In this case, temporary shelter from air raids is given, as well as more or less permanent accommodation for bombed-out employees. There are about 300 bunks in these temporary underground homes, water is laid on, and there is also electric lighting and heating. A well-equipped canteen serves up to 1,300 cups of tea and coffee nightly. Some time ago the Southern shelter amenities were increased by the provision of a sick bay, to care for ailing employees and their families.

All at Home have been filled with admiration at the remarkably heroic work of the Indian Forces in Africa, and the splendid aid rendered by the Royal Indian Navy and the Indian Mercantile Marine. As the war progresses, we are going to hear more of the gallantry of India's soldiers, sailors and airmen, backed up so well by railway employees of every grade. At the time of writing, it seems likely there may be momentous happenings in and around Egypt, Palestine and Syria, where the Nazis seek to impose their domination. These three countries, it is interesting to note, possess considerable railway networks.

Railways in the Middle East

In Egypt, there are 3,822 miles of railway, radiating from Cairo. Northwards run lines to Tanta, Alexandria and Rosetta. A north-easterly route terminates at Damietta; while from midway between Cairo and Tanta, a line turns eastwards to Ismailia, Suez and Port Said. Suez is also linked with Cairo by direct main-line. Southwards from Cairo runs the Nile Valley line to Luxor and Aswan, with steamer connections with the Sudan Government Railways. In Upper Egypt, there is the important strategic route to Mersa Matruh. Palestine has a much smaller railway system—276 miles long to be exact. But the Palestine Railways also



Central Control Office, Trichinopoly.

These men watch and regulate the movement of every train on the Railway day and night.

administer 201 miles of the Hedjaz Railway, in Transjordan, and 126 miles of the El Kantara-Rafah Railway in the Sinai Peninsula. Syria has 682 miles of railway. Many of these lines may well figure conspicuously in the news.

India's Share

The magnificent response of India to the various War Funds is a clear answer to the untruthful radio and newspaper propaganda of the Nazis—propaganda which no sensible man today believes for a moment. Here at Home, everyone is contributing to the very limit to the War Savings and similar movements

which are going to help free the world from Nazi aggression. The railways are helping tremendously in every appeal, and many novel means are employed to aid these very worth-while causes. In London, for example, the huge four-sided clock at Liverpool Street Station, on the L. N. E. line weighing 2 tons, was recently placed at the disposal of the National Savings Committee, to serve as a "War Savings" sales office for the duration of the London War Weapons Week. Without its interior mechanism, this unique clock accommodates with ease a dozen people, and this clever idea was the means of bringing in immense sums.

DR. RABINDRANATH TAGORE'S

Last poem
on "Death".

Sorrow's dark night, again and again,
Has come to my door.
Its only weapon, I saw,
Was pain's twisted brow, fear's hideous gestures
Preluding its deception in darkness.
Whenever I have believed in its mask of dread,
Fruitless defeat has followed.
This game of defeat and victory is life's delusion;
From childhood, at each step, clings this spectre,
Filled with sorrow's mockery.
A moving screen of varied fears,
Death's skilful handiwork wrought in scattered
gloom.

O pilot of my life
Cast loose the moorings
Of this frail vessel,

Valiant soldiers marching on
Into battle with a song
Carrying Freedom's banner high
To your duty-do or die,
Onward! men of history,
Rough and ready, bold and free,
Yours shall be the VICTORY!

R. W. DAVEY.

Podanur.

For before me
Lies the vast ocean of peace.
Comrade of mine for ever,
Take me and hold me close.
The lode-star will shed
Its steadfast glow
On the never-ending path to eternity,
O Saviour,
Your mercy and forgiveness
Are the inexhaustible wealth
On which I draw
For this my last journey,
May the bonds of mortality melt away
May the vast Universe take me in its arms
And may it be given me
Fearlessly to stand face to face
Before the Great Unknown.

If you want to go into battle, have an Englishman
at your right hand, and another at your left and two
immediately in front and two close behind. There
is something in the English which seems to guarantee
security.



A BID FOR SOLITUDE.

I was sitting alone in the railway compartment engrossed in my Edgar Wallace, when a tall, thin man entered and seated himself opposite to me. I looked up, and then dropped my eyes again quickly—but not quite quickly enough.

"We're in very good time," observed the thin man affably. "Splendid time". "The train does not leave for ten minutes." He consulted his watch with an air of satisfaction. "Eleven-and-a-quarter to be precise."

"Yes," I said gruffly.

"There's nothing like being in good time," said the thin man beaming. "No rush, no fuss, no stickiness round the collar, and no wear and tear of the nerves."

"Yes," I said, "I mean-er-no."

"Personally," said the thin man, with an air of pride, "I always make a point of arriving a few minutes before time when catching a train or keeping an appointment." He eyed me approvingly. "And you, sir, are apparently of the same habit?"

"I am not," I replied bluntly. "As a matter of fact, I got here twenty minutes too soon because I allowed time for traffic stoppages, and there weren't any."

"You object to waiting?" Inquired the thin man politely.

"Yes," I said.

"I don't," said he. "In fact, I enjoy it. I will wait anywhere and for any length of time without the slightest impatience."

"Oh," I said.



"You see," he explained, "it is my practice to make good use of the time I spend waiting for trains and for my unpunctual fellow-men. Most people in such circumstances fret and fume with impatience, glower at their watches, and get more and more irritable as the minutes pass by. But I do not."

"I do," I said uncompromisingly.

"Then you'll excuse my saying so, sir," said the thin man earnestly, "but it is a mistaken policy."

I said nothing, but sniffed.

"Instead of working myself into a bad temper," he went on complacently, "I congratulate myself on having a few minutes for quiet, undisturbed thinking."

With a sigh, I slipped a book-mark in the pages of my Edgar Wallace and closed it regretfully.

"We so seldom have a few minutes for quiet meditation in this busy, crowded world," pursued the thin man, "that I am always quite happy when I am kept waiting in any circumstances." He looked at me solemnly. "There is nothing like solitude."

"Quite," I agreed, with a burst of enthusiasm.

"I remember one occasion six years ago," he continued, his eyes gleaming reminiscently, "when I missed a connection and had a wait of two hours in the early morning at Rugby. They were two of the happiest hours of my life."

"You enjoyed it!" I exclaimed incredulously.

"Tremendously," affirmed the thin man.

There was silence for a space. I reopened my Edgar Wallace hopefully. But it was no good.

"When I reach my destination," said the thin man, chuckling gently, "I am to be met by my brother-in-law. He is incorrigibly unpunctual. It is a certainty that he will be late. But will that perturb me? No, sir. You see, my mind is at present occupied with a ticklish business problem; therefore I'll have a golden opportunity of settling it to my satisfaction while I am waiting for my brother-in-law at Euston."

A sudden inspiration seized me. Whistles were blowing, doors were slamming, and last-minute train-catchers were scurrying about the platform. I leaned forward tensely.

"Euston!" I exclaimed. "Did you say Euston?"

"Euston?" echoed the thin man. "Why, yes."

"Then you're in the wrong train!" I lied swiftly, "The London train goes from Platform Six!"

With a wild cry, the thin man grabbed his suitcase, leaped for the door, and was gone.

Glowing comfortably at the thought of the good turn I had done the thin man in providing him with the opportunity of spending a golden hour or so waiting for the next London train, I reopened my Edgar Wallace. There is nothing like solitude when one is reading Edgar Wallace.

—D. A. S.

(From the East Indian Railway Supplement.)

V

Sir Frederic James in Trichinopoly.

Addressing a large gathering of railwaymen and their families at a joint meeting of the European Association and the Trichinopoly Branch of the Anglo-Indian and Domiciled European Association on 16th August, 1941, Sir Frederic James, M.L.A. (Central) said that the end of the war would come only when the obnoxious doctrines which Germans had been taught, had been completely eradicated from the minds of Germans of the future generation and that he believed would be long business. Paying a tribute to Mr. Churchill he said that he was the hope of all free peoples. Speaking on the Anglo-American declaration he said that its importance lay more in the fact that the hearts of the American and British peoples were united as they were never before. In the end he appealed to all to promote war efforts not only by liberal subscriptions but by gifts and loans.

The formidable power of Nazi Germany, the vast destructive munitions they have made or captured, the skill and ruthlessness of their centralised war direction, the prostrate conditions of so many peoples under their yoke, the resources of so many lands which may be made to some extent available to them—all these restrain rejoicing and forbid the slightest relaxation. It would be madness to suppose that Russia or the United States are going to win this war for us. It is only by the superb, intense and prolonged effort of the whole British Empire that the great combination of about three-quarters of the human race against Nazism will come into vehement and dynamic life.

Churchill.

"The soldier who dies for his brothers and to defend the hearths and altars of his country reaches the highest of all degrees of charity."

—Cardinal Hinsley.

"ANJENGO"—An Early British Settlement.

(By N. P. H.)

CIGHTEEN miles north of Trivandrum, and a mile west of Kadakavur railway station lies a bleak coastal village called Anjengo, which possesses treasures of great historical value. It was here that the British established their first trading settlement in the Kerala coast.

The crumbling walls of the fort, an ancient Roman Catholic Church and a dilapidated cemetery in which are the graves of some of the early settlers, remind the visitor of the glory of Anjengo in days gone by.

This coastal village comprises a narrow two mile stretch of land surrounded on three sides by the picturesque Anjengo lake and the sea, and supports a population of 5,000 who live either by fishing or by the manufacture of coir and other cocoanut products. There is no wheeled traffic in the place and its only road is a sandy track half a mile long. For the convenience of visitors a rest house has been built close to the old fort and facing the blue lagoon.

The site of Anjengo was leased to the British by the Rani of Attingal in 1684 for a yearly payment of 75 Venetians, and very soon a brisk trade in pepper, calicoes and coir sprang up. The produce was brought along rivers and waterways from places in the interior of the State and exported from Anjengo harbour to Great Britain.

Due to rivalries in trade and other causes the British settlers frequently got into trouble with local chieftains, and with a view to put an end to the trouble by making a forcible impression on the chieftains, Governor Gyfford proceeded with his retinue to Attingal to meet the Rani and revive an ancient custom of making an annual present to her. The enemy chieftains, however, surprised Gyfford and his men, and in the skirmish which followed many were killed. They then besieged the fort which was left unguarded. Gunner Ince assisted by some others including the natives put up a valiant defence. Women and children were evacuated by sea to other



A Cemetery, Anjengo.

settlements such as Cochin and Calicut. Reinforcements arrived, but it was not until six months had passed that the siege was over. As compensation for the trouble caused by the chieftains, the Rani of Attingal granted the settlers the lease of two small territories adjoining their settlement. The remaining years were uneventful.

Though shorn of its commercial importance, Anjengo has an imperishable place in the history of British connection with India. Here was born in 1728 Robert Orme, the British historian, son of Alexander Orme, who succeeded the ill-fated Gyfford as Chief of Anjengo Fort. It was here that the beautiful Eliza Draper, who has been immortalised by Sterne, the novelist, in his writings, saw the light of day in 1744, and guides point out a thatched roof dwelling house as the site of her residence. A daughter of Schlater, a subordinate of

the Anjengo Factory, Eliza married Daniel Draper, who after being Marine Paymaster at Bombay and Chief of Tellicherry Factory, rose to be second in the Council of the Western Presidency.

A stone slab by the side of the northern entrance to the Fort marks the grave of the wife of John Braborn, the first recorded Chief of the Anjengo Factory, and in the dilapidated cemetery are the graves of lesser men.

Anjengo has a Roman Catholic Church dedicated to St. Peter, which is said to be very ancient, and according to tradition was built by St. Francis Xavier. It was noted for its excellent paintings, the work of Father Lawrence who was vicar in the early days of the last century. These murals however have completely disappeared.

His Excellency, the new Commander-in-Chief thanks India :

For more than a year after the outbreak of war, the 4th Indian Division with the 7th Armoured Division formed the main, almost the only bulwark of the defence of Egypt on the West; and it was these two Divisions that in the beginning of December last year won the battle of Siddi Barrani, destroying five Italian Divisions.

Meanwhile, the 5th Indian Division had been sent to reinforce the Sudan, where a tiny garrison of three British battalions and the Sudan defence force, without a single gun or armoured vehicle, had for several months been facing the large Italian armies in Eritrea and Abyssinia. Directly the battle of Siddi Barrani was won, I sent the 4th Indian Division to join the 5th in the Sudan. These two Divisions with the support of Sudanese troops carried out the brilliant campaign in Eritrea and Abyssinia, of which Agordat, Barentu, Keren, Asmara, Massawa and Amba Alagi mark the stages and victories.

Meanwhile, an Indian motor-brigade had been doing most gallant work in helping to stem the German counter-attack in Cyrenaica. It suffered heavy losses at Machili, but its resistance there and later at Tobruk was of very great value. Since then, the 4th Indian Division, its work in East Africa completed, has been engaged in the Western Desert and in Syria, and in both theatres has again made a

great contribution to success and has enhanced the reputation of Indian troops. Further, when the situation in Iraq suddenly became critical last April it was troops from India who helped to restore our position there and who subsequently assisted our occupation of Syria.

By this brief summary you will see how great a part troops from India, British and Indian, have played in the Middle East. And India has sent not only men but greater quantities of material. On behalf of the Middle East I once more thank India for her efforts.

"War for war's sake is a crime. War is justifiable only if it is the sole available means of securing peace".

Cardinal Hinsley.

"The supreme effort of the Indian Brigade at Damascus was, in co-operation with the Free French, decisive in the capture of that city; while the speed and dash shown by the Indian column advancing from Iraq into north-eastern Syria were powerful factors in bringing the campaign to an early conclusion."

CAPTAIN MARGESSON,
Secretary of State for War.

Cattle Wealth of South India.

DR. NORMAN WRIGHT estimated after an investigation in 1937 that India possesses even now roughly one-third of the world's cattle population. This is not surprising, for, from ancient times, Indians have counted their wealth in cattle. Dr. A. A. MacDonell, M.A., PH.D., Emeritus Professor of Sanskrit, Oxford University says of the cow :

"To no other animal has mankind owed so much, and the debt has been richly repaid in India with a veneration unknown in other lands."

So important a factor has the cow proved in Indian life and thought, that an exhaustive account of her influence from the earliest times would form a noteworthy chapter in the history of civilisation".

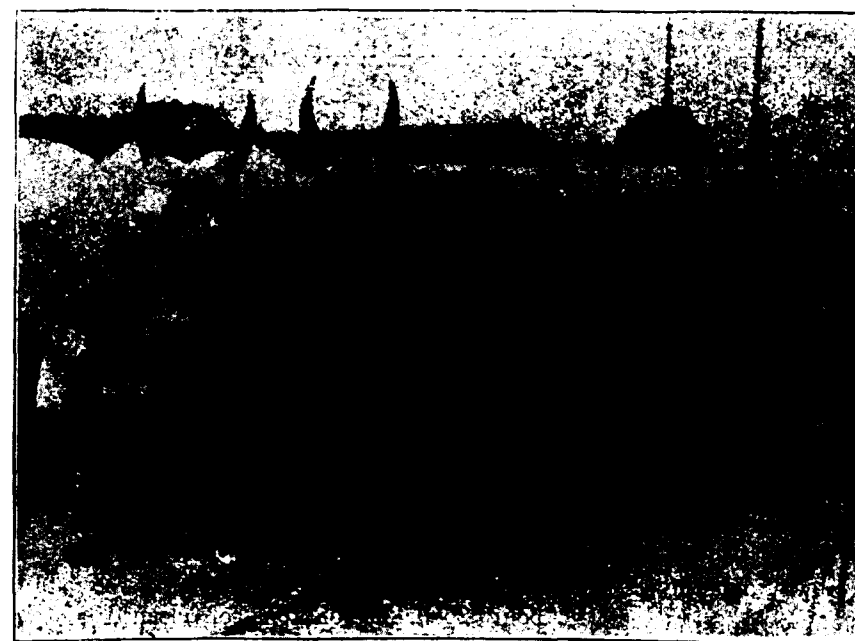


Jellicent Bull.

The All-India Cattle Fair recently held at Delhi attracted world-wide attention and His Excellency the Viceroy speaking at the opening of the Fair said, "If you would help India, help the cultivator, and one of the best ways to help the cultivator is to improve the breed of cattle all over the country".

The problem of the Indian farmer is one of motive power for agricultural work and bullocks have supplied this for thousands of years by means of the plough, the cart or the water lift. Other sources of power are slowly coming into being but not for a long time to come will the Indian ryot forsake his cattle for agricultural purposes.

The cattle trade in South India has long been organised and the chain of fairs in the wake of every major festival



Kangayam Bullocks.



A Cattle Fair.

throughout the year has helped the ryot to make his choice of the cattle he loves. The trading season commences with the Tiruvannamalai fair in

BOUQUETS.

Mr. R. N. Philips, Convener, Excursion Committee, Training Schools, Pasumalai writes :

"We take this opportunity to thank you for the very excellent arrangements and conveniences you had arranged for us at various places of halt."

Mr. M. G. Samuel, B.A., L.T., M.E.L.I.M. High School, Vadakangulam writes :

"We found our journey very convenient owing to your arrangements and on behalf of the school and the excursion party may I convey my sincere thanks."

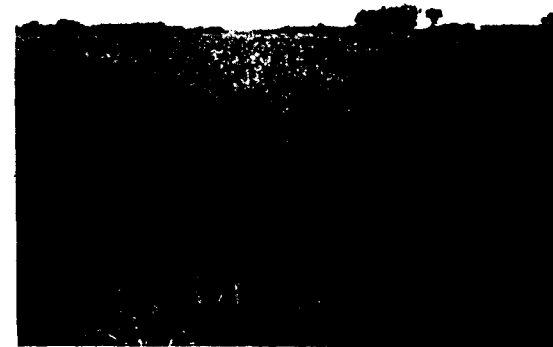
Mr. C. John, Professor of Zoology, St. Berchman's College, Chenganacherry writes :

"As in January 1940, so this time, much of the success and enjoyment of the tour must be attributed to the conveniences offered by the Railway and the unfailing courtesy, goodwill and helpfulness of the Railway staff."

December followed by the Samayapuram fair near Trichinopoly in January. The season closes with the fairs at Avanashi and Tiruppur in about July.

The Head Master, Municipal Higher Elementary Boys' School, Kitchipalayam writes :

"I am indeed very grateful to you for all your excellent arrangements made for the party from Salem to Metur and back."



Paddy Field.

About 26 lakhs of tons of cleaned rice are obtained in a year from the paddy fields in the area served by this Railway.

Drawing Made Easy.

(By Mr. G. A. Slater, Signal Engineer, M. & S.M. Ry.).

CHAPTER I.

Introduction

DRAWING is a natural means of self-expression ; even the primitive man scratched pictures on the walls of his cave, but ask the average person to sketch something for you and the answer you will generally receive is "Oh I can't draw". And yet with a little training and encouragement he would probably turn out quite a good effort. This short course of drawing lessons has been prepared with the object of helping you to forget that phrase "I can't draw". You will find plenty of tricks and dodges to help you, ideas which may suggest short cuts to sketching but at the same time provide something solid to go upon. It doesn't matter how ignorant of the art of drawing you may be, the chances are that if you go carefully through these lessons you may eventually be able to draw sufficiently to amuse yourself and probably your friends. These lessons may also be useful to teachers for most of the methods can be applied to black-board drawing.

I cannot tell you, without fear of contradiction, the best way to draw—the subject is too highly controversial. But I can tell you one way to draw and when you have mastered that way, wish you all good luck in finding others.

Use of a Pencil

This first lesson will be devoted to pencil sketching. You will find as you go along that a pencil is the easiest and most convenient medium to use. Do not use a lead which is too hard—you should have two or three pencils varying from 2-B to 5-B or 6-B. The 2-B lead should be kept sharpened with a reasonably fine point but the softer leads should not be cut too sharp.

Hold your pencil lightly but firmly, gripping it with the thumb and forefinger about $1\frac{1}{2}$ " away from the point. The second finger should be underneath the pencil and the last two fingers lying on the paper as a pad or guide to your lines.

A hint about paper. This need not be expensive so long as it is smooth and fairly stout. Cartridge

paper should be avoided, it is not sympathetic to pencil work and smudges easily. "Cream laid" note paper is as good as any on which to commence your sketching.

And lastly a rubber—get a soft one and cut it diagonally in two and use the sharp edges.

Practical Hints

You are now ready to make a start, so here we go, let us see if we can draw a line correctly. There are three methods of drawing a line, first with a sweep of the finger only, second with a sweep of the wrist without moving the arm and third with a sweep of the arm from the elbow. You should practise these three methods continuously so that your finger, hand and arm are trained to carry out the intention in your mind correctly and easily. You do not have to study the formation of a letter or the spelling of a word when you are writing, you were taught that at school, and writing is now more or less automatic. And so with your drawing; learn to draw simple lines correctly and you will eventually sketch as automatically as you write. You must master the muscles of your hand until your hand is independent of thought as in writing.

Don't sit in a cramped position when sketching. Sit upright and give yourself plenty of "elbow-room" so that your hand and arm are free to move over your paper. Keep your sketch free and easy and aim at getting your lines with abandon rather than with precision. Do not draw a line until you have made up your mind where it is to go and then put it on your paper firmly but lightly. You should frequently hold your sketch at arm's length to get a better view and enable you to see its errors more easily. If you are working in masses of light and shade, half close your eyes so that details disappear and you see only the masses.

When you are satisfied you can draw a line correctly, start making marks such as I have illustrated. Make thin marks, thick marks, dark marks, light marks, up and down, straight and curved. Try by varying the pressure to sketch marks from a

delicate grey to a solid black. Fill sheets of paper with such marks and see if they are not full of possibilities. In your spare moments scribble such marks on any bit of scrap paper, scribble with freedom and abandon. There may be no meaning in the results obtained but it is training the hand muscles which is most important.

Selecting your Subject

What to draw—that is usually the first problem. You are often puzzled to know what to select from a conglomeration of subjects in front of you. It may be a crowded village street or a landscape full of trees and bushes or even an indoor scene where everything seems to be of equal importance. You naturally get that "This is quite impossible" feeling and probably feel like giving it up. But try selecting just one object in the middle distance and sketch it with free bold lines in the middle of your paper regardless of consequences. If that doesn't work out quite to your liking try another object and keep on trying until you are satisfied with your sketch. Then fill in the remaining space with lines and indications of surrounding objects leading up to your centre sketch.

See the sketch of the landscape. The two trees were the objects chosen and then a few lines and dark masses were added to indicate a bridge and the river. The great thing is to get something on paper. Such efforts will occasionally lead to surprising results, often finding new fields for experiment and always leading to good practice.

The numerous details seen in a crowded landscape confuse the eye and more often than not dishearten the beginner. Try eliminating. You can't put in every blade of grass or leaves of a tree, why then try to put in every house or fence. There are recognized marks which make trees, for instance—trees should not be regarded as a conglomeration of small leaves but as simple contours and masses with occasional marks to give effect.

Light, Shade and Shadow

We see things in relief because of the variations of light and shade on their surface and the shadows they cast. The presence of light produces contrasting shade. In light there are tones and half tones and out of light there are shades and shadows, which show a pleasing variety by the influence of

reflected light. Shading may be so light as to be imperceptible and yet it will exhibit all the fulness of the object. Low blackness in large masses should be avoided, it is invariably the result of ignorance.

The first step is to get the correct outline of your object on paper using thin light lines for the purpose. This is illustrated in the group of geometrical models. I have purposely drawn the first stage sketch in heavy lines to assist the printer in reproduction. Such heavy black lines however must be avoided or otherwise your picture will be spoilt. A glance at the finished sketch will explain what I mean. When the outline for this finished sketch was being drawn only faint lines were used. You will see there are no lines visible, the outline of the models being formed by their varying shades and shadows.

This is a daylight study causing the edges of the cast shadows to be softer than they would be in the study of the same group under artificial light, but nevertheless within this graduation of edge the emphasis can be clearly discerned. Observe the effect of reflected light from the board on the base of the pyramid, the lower part of the shaded side of the vase and on the lower plane and the end of the prism. These reflected lights are most important and must be put in with the correct tone if your final result is to be pleasing to the eye.

EXERCISES.

(May be sent for criticism).

(i) As you sit at a table writing or drawing, your left hand and forearm usually lay on the table. Make a sketch of your left hand and wrist. This should not be shaded but faint lines indicating nails and knuckles should be shown.

(ii) Make a sketch of a scene as seen from your bungalow, selecting one object as your centre piece.

(iii) Make a sketch of the vase shown in the group illustrated and shade it. The sketch should be not less than 6 inches in height and the light source should be imagined as coming from the right hand top corner instead of the left as illustrated.

Note.—Your sketches should be done on separate sheets of paper about 10"×8". All sketches will be returned. Do not send anything that is not your best work. Print your name and address on the back of each sketch and send your sketches to the author.

YOUR PENCILS AND THE MARKS THEY MAKE

MARKS TO MAKE

SKETCHES TO COPY

FIRST GET THE CORRECT OUTLINES

VARYING SHADES YOUR PENCILS WILL MAKE FOR YOU

SKETCH YOUR MAIN OBJECT AND MERELY INDICATE THE BACKGROUND

SHADES AND SHADOWS FORM THE FINISHED DRAWING.

V ICTORY FOR ALL.

"Hardship has only steeled our hearts and strengthened our resolution" . . . "However great the cost, however long the struggle, justice, freedom, human dignity and kindness shall not perish from the earth."

"I look to the day when we shall go forward hand in hand to build a better, kinder and happier world, for our children."

H. M. the Queen.

The V sign is the symbol of the unconquerable will of the occupied territories and a portent of the fate awaiting the Nazi tyranny. As long as the peoples of Europe continue to refuse all collaboration with the invader, it is sure that his cause will perish and Europe will be liberated.

Churchill.

"Forces of insane violence have been let loose by Hitler on this earth. We must do our full part in conquering them, for these forces may be unleashed on this nation as we go about our business of protecting the proper interests of our country. We shall do everything in our power to crush Hitler and his Nazi forces."

Roosevelt.

The Atlantic Charter

"The meeting, therefore, is symbolic. That is its prime importance. It symbolises in a form and manner which everyone can understand, in every land and every clime, the deep underlying unities which stir, and, at the decisive moment, rule the English-speaking peoples throughout the world. Would it be presumptuous for me to say that it symbolises something even more majestic, namely the marshalling of the good forces of the world against the evil forces which now are so formidable and triumphant and have cast their cruel spell over the whole of Europe and a large part of Asia?"

"The tunnel may be dark and long but at the end there is light. That is the symbolism and that is the message of the Atlantic meeting."

"Help is coming: mighty forces are arming in your behalf. Have faith. Have hope. Deliverance is sure. There is a signal which we have flashed across the waters and if it reaches the hearts of those to whom it is sent, they will endure with fortitude and tenacity their present misfortunes in the sure faith that they, too, are still serving the common cause and their efforts will not be in vain."

Churchill.

United States President's declaration dated 12th September 1941.

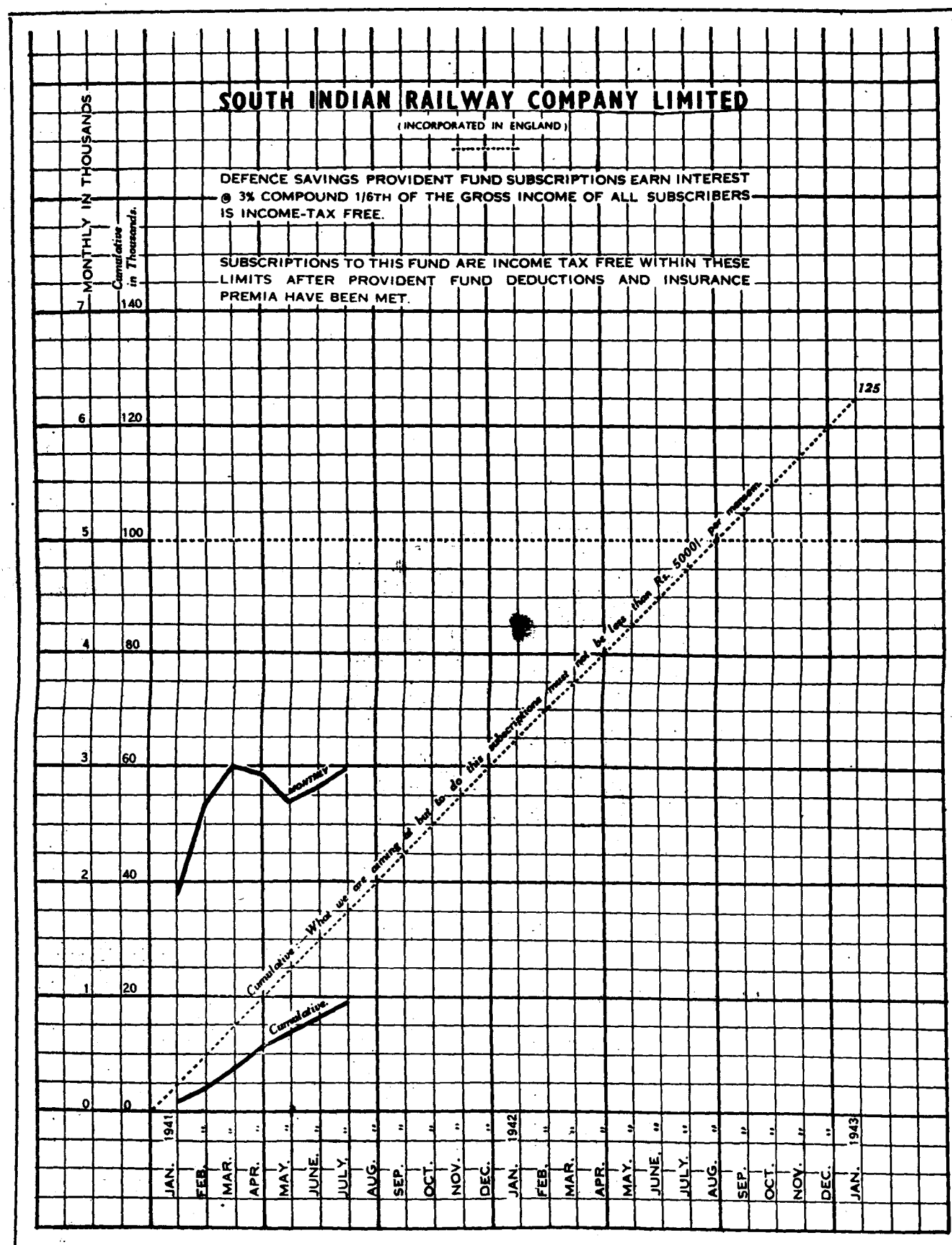
"My obligation as President is historic. It is clear, It is inescapable. It is no act of war on our part when we decide to protect the seas which are vital to American defence. The aggression is not ours. Ours is solely defence. But let this warning be clear. From now on if German or Italian vessels of war enter the waters the protection of which is necessary for American defence, they do so at their own peril."

"The orders which I have given as Commander-in-Chief of the United States Army and Navy are to carry out that policy—at once. The sole responsibility rests upon Germany. There will be no shooting unless Germany continues to seek it. That is my obvious duty in this crisis, that is the clear right of this sovereign nation. This is the only step possible if we would keep tight the wall of defence we pledge to maintain around this Western Hemisphere. I have no illusions about the gravity of this step. I have not taken it hurriedly nor lightly. It is the result of months and months of constant thought, anxiety and prayer. In the protection of your nation and mine it cannot be avoided."



WAR CALENDAR.

- | | | | |
|---------|--|---------|--|
| 29-6-41 | Cabinet changes in Britain. | 14-8-41 | Eight point Declaration of peace terms by Premier Churchill and President Roosevelt. Nazis encircle Odessa and advance to Black Sea Coast. |
| 30-6-41 | Vichy breaks off diplomatic relations with U. S. S. R. | 16-8-41 | Anglo-Soviet trade agreement signed in Moscow. |
| 1-7-41 | General Sir Archibald Wavell appointed Commander-in-Chief in India vice General Sir Claude Auchinleck appointed to the command of the Middle East. German forces occupy Riga and Luck. Damascus occupied by Allied Troops. | 17-8-41 | Nikolayev taken by Germans. New Anglo-Soviet demarche to Iran. |
| 3-7-41 | German and Rumanian troops cross Pruth river. British capture Palmyra. | 18-8-41 | Nazi advance in Estonia. |
| 4-7-41 | Surrender of General Gazzera, Supreme Commander of the Italian Forces in East Africa. | 21-8-41 | Soviet forces blow up Dnieper Dam near Dniepro-Petrovsk. Germans claim advance towards Leningrad. |
| 7-7-41 | U. S. forces arrive in Iceland. | 23-8-41 | Soviet successes in Central Sector. |
| 9-7-41 | Allies occupy Damour. | 24-8-41 | Mr. Churchill's broadcast on "Atlantic Charter". |
| 10-7-41 | Beirut occupied by Australian forces. | 25-8-41 | Soviet and British troops advance into Iran. |
| 12-7-41 | Cease fire in Syria. Anglo-Soviet agreement of mutual assistance signed in Moscow. | 26-8-41 | Novgorod evacuated. Germans take Dniepro-Petrovsk. |
| 16-7-41 | The Konoye Cabinet in Japan resigns. | 28-8-41 | Rapid advance of Soviet and British forces in Iran. |
| 17-7-41 | Nazis claim capture of Smolensk. | 29-8-41 | Mussolini meets Hitler on the Russian Front. |
| 18-7-41 | Prince Konoye forms fresh ministry in Japan. | 30-8-41 | Finnish forces claim capture of Viipuri. |
| 20-7-41 | M. Stalin appointed Defence Commissar in addition to being Premier, Marshal Timoshenko becoming Vice-commissar of Defence. Nazi forces reach Stalin Line. | 2-9-41 | Operations in Iran conclude. Tallinn evacuated by the Soviet Forces. |
| 21-7-41 | Expansion of the Viceroy's Council in India. National Defence Council set up. | 4-9-41 | German Submarine attacks U.S. Destroyer "Greer." |
| 25-7-41 | Japanese troops march into Indo-China. | 5-9-41 | Germans claim encirclement of Leningrad. |
| 26-7-41 | Japanese assets in America, United Kingdom and India frozen. | 7-9-41 | Turko-German Trade Talks. |
| 28-7-41 | Finland breaks diplomatic relations with Britain. Japan Indo-China 'Joint Defence Pact' ratified in Tokyo. | 8-9-41 | Allies land at Spitzbergen. |
| 2-8-41 | Naval battle in the Baltic: German transports and destroyers sunk by Soviet Air and Naval forces. | 9-9-41 | Iran accepts Allied terms. |
| 5-8-41 | Agreements of American aid to Russia signed. | 10-9-41 | Russian counter-offensive near Smolensk. Soviet warns Bulgaria against active co-operation with Germany. |
| 8-8-41 | German push to Odessa. R. A. F. attack Kiel. | 12-9-41 | President Roosevelt warns Axis Powers. |
| 11-8-41 | Russian Air-craft bomb Berlin again. | 14-9-41 | A wing of the R.A.F. arrives in Russia. American Mission arrives in Moscow. Fierce fighting continues around Leningrad, Smolensk and Odessa. |
| 12-8-41 | R. A. F. raids on Berlin, Cologne and Rhineland. Lord Willingdon died in London. | 16-9-41 | The Shah of Iran, Riza Khan Pahlevi abdicates in favour of his son, Crown Prince Shahpur Mahomed Riza. |
| | Churchill-Roosevelt Conference in middle-Atlantic. | 17-9-41 | The U.S. Navy employs convoys for Lease and Lend goods to Britain. Allied troops enter Teheran. |
| | | 18-9-41 | German threat to Crimea. |
| | | 21-9-41 | Evacuation of Kiev by Soviet Forces. Germans occupy Kiev. |



Travancore Army for Active Service.

IN a farewell message to his troops His Highness the Maharaja, who is also Colonel in-Chief, said that he rejoiced that "so soon another opportunity had presented itself for a second Unit of the State Forces to throw in their lot with their comrades in arms in pursuit of the victory, towards which the energies of the Empire are so whole-heartedly bent".

"Not only has the Second Infantry been the nucleus of the Travancore Army", said His Highness, "but through its varied and eventful history it has been brought into more direct relations with my House, as its predecessors in the past have performed more duties in that relationship than are governed by military formalities".

"On this occasion I wish to enjoin on you the obligation to maintain with zeal your traditions and honour and return to the State with credit and success. I have heard with pleasure that the First Infantry has already earned many expressions of appreciation. I have no doubt that both Units will be animated by a noble rivalry to surpass not only each other's achievements and record but to build up a fresh and joint name for merit. I now bid you god-speed".

As His Highness was in residence at Peermade, Travancore's hill station, his message was read to the troops by the Commandant, Major Khanolkar.

The First and Second Infantry of the Travancore State Forces, both of which are now on active service have inherited noble traditions.

The First Infantry came into existence in 1740. Later it came to be known as Colonel Day's Carnatic Brigade and fought side by side with the British in various engagements. The Unit was re-organised in 1819, and again in 1935.



The 2nd Infantry of the Travancore State Forces leaving for Active Service.



HELP TO DEFEND OUR COUNTRY.

"If you think you are giving all you can, give twice as much."

H. E. the Viceroy.



District War Committee Meeting at the S.I.R. General Offices Compound—Trichinopoly.

An Appeal to the Staff.

The rising prices, increased taxes and continued calls on one's purse are irritating, but the fact remains that after two years of war the end is not in sight. Now, more than ever, it is the duty of everyone to intensify his efforts to ensure Victory.

Even those of small means can purchase Defence Savings Certificates. They form a safe and convenient method of investment and are issued for Rs. 10, 50, 100, 500 and 1,000. The ten rupee Certificate earns interest at annas five per each complete year after the first year. In addition, a bonus of four annas will be earned at the end of the tenth year. Thus at the end of ten years the Certificate is worth Rs. 13-9-0 having earned Rs. 3-9-0 at $3\frac{1}{2}$ per cent compound interest. The Certificates can be purchased at any Post Office.

A simple method of subscribing to a Defence Savings Certificate is to obtain a Defence Savings Card from the nearest Post Office and to stick Defence Savings Stamps on it week by week till the value

of Rs. 10 has been collected. On purchasing your first stamps for either annas four, annas eight or rupee one you will be given a Defence Savings Card free of charge and on presenting the Card with Rs. 10 worth of stamps on it to the Post Office you will be given in exchange a ten rupee Defence Savings Certificate.

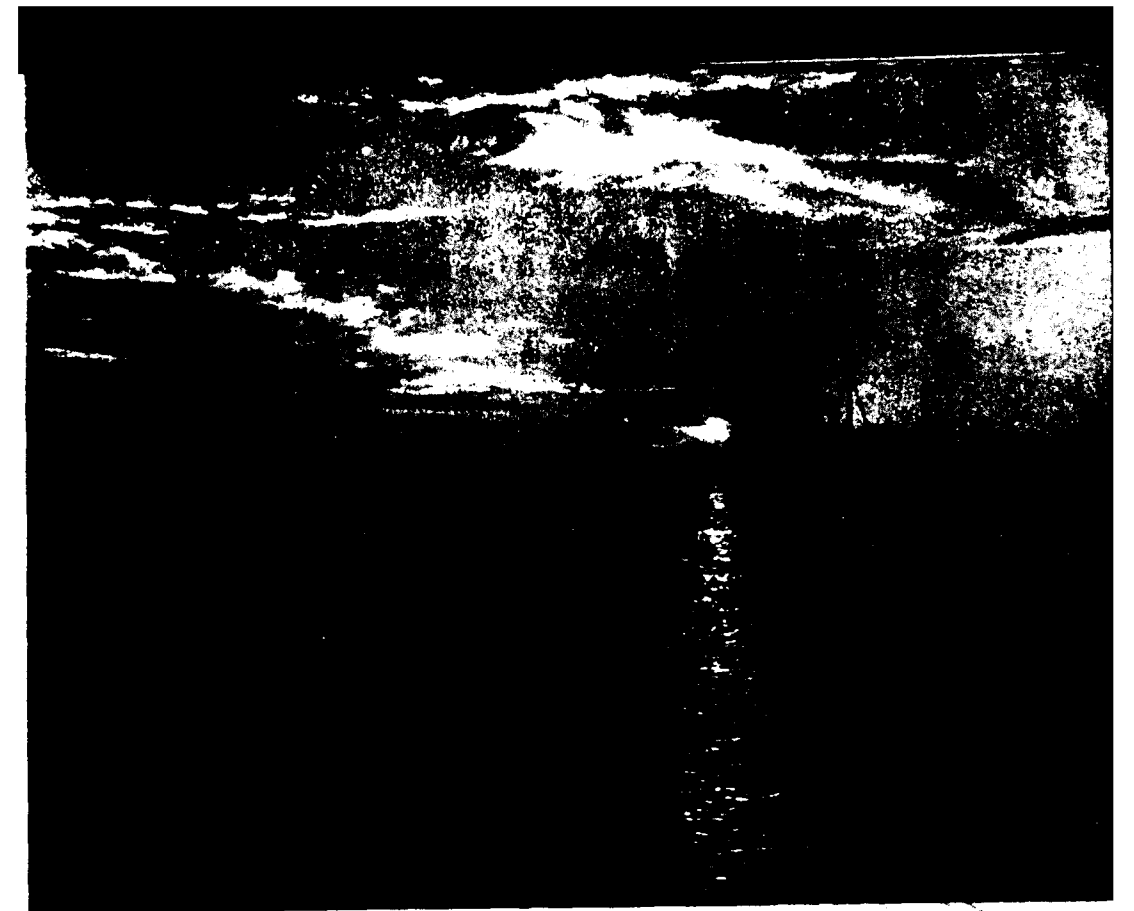
Defence Bonds and Defence Savings Provident Fund.

To those of better means, Defence Bonds and Defence Savings Provident Fund offer attractive schemes of investment. Defence Bonds are issued for Rs. 100 or multiples thereof. These are repayable on 1st August, 1946 at Rs. 101 for every Rs. 100 and carries interest at 3 per cent. Investments in Defence Savings Provident Fund can be made without limit and will earn 3 percent compound interest. Subscription and interest are exempt from Income Tax upto a limit.

The subscription to these Defence Saving Schemes will be recovered through Salary bills of employees.

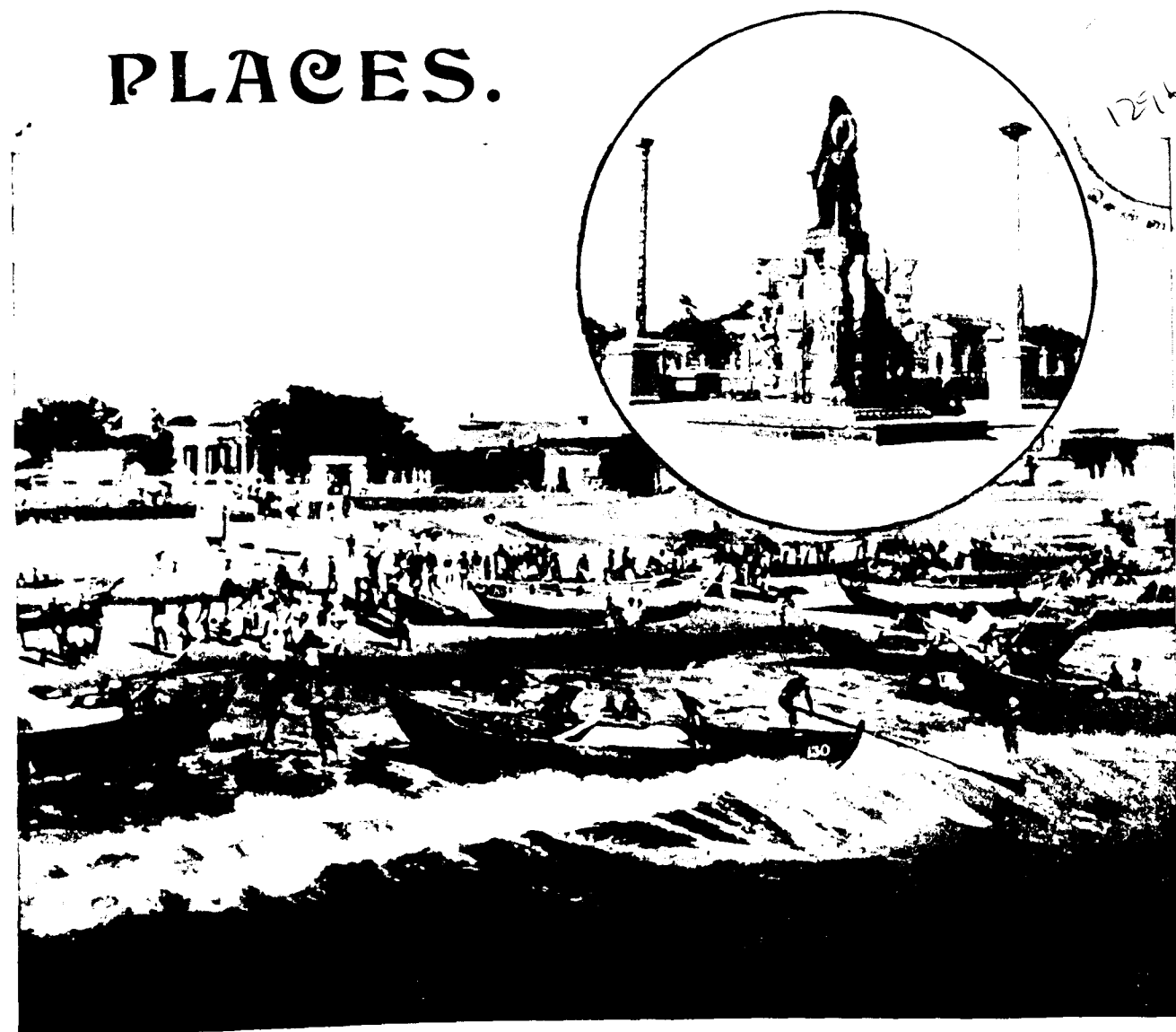
It is doubtful if all railwaymen are aware of these schemes and their benefits. The Agent and General Manager has expressed his hope that all Officers and Subordinates of the Railway will not only take advantage of the Savings Certificates Scheme themselves, but also explain to the less informed amongst their staff the details and advantages of the scheme. They should, further help to form or take the initiative in forming Instalment Savings Groups within their own particular spheres. The best method is to form one or more groups at every station and every office having regard to the number of staff there.

SEA
SIDE



Sunrise, Tuticorin.

PLACES.



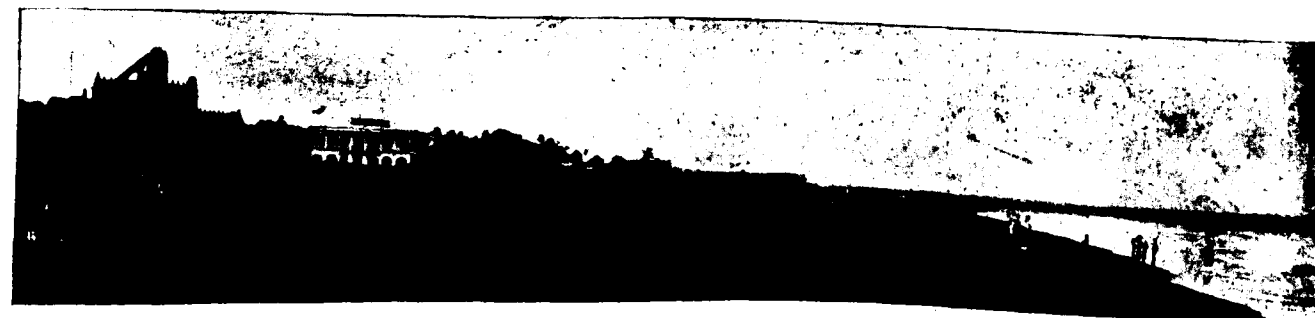
Cochin

The "Venice of the East" was well known to the ancient Greek and Egyptian mariners. The modern harbour affords all facilities for international shipping. "The Malabar Hotel" on the Willingdon Island is a delightful place for a short holiday.

Tranquebar

Tranquebar deserves to be known better as a health resort.

On the Cochin Backwaters.



The Beach, Tranquebar.



Cape Comorin.

Cape Comorin

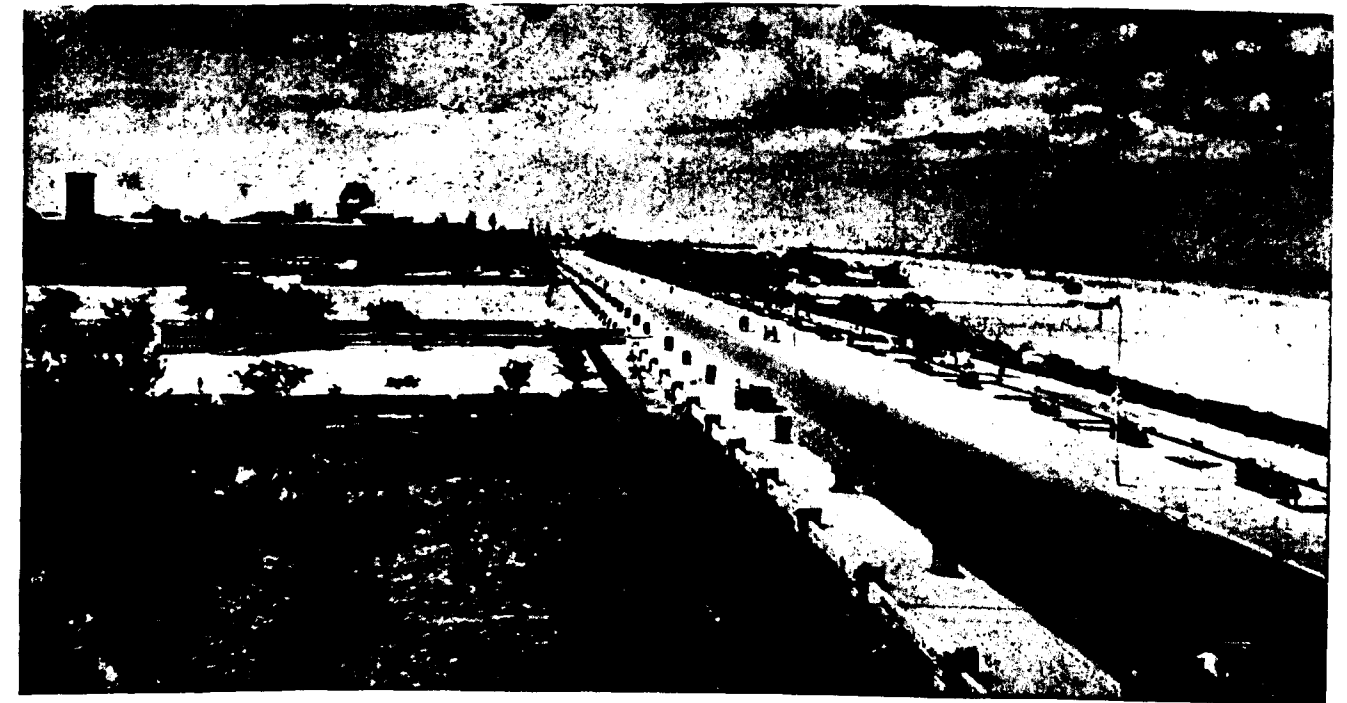
In the words of His Highness the Maharaja of Travancore, "Cape Comorin at one end of our land is not only a meeting place of the three seas, whose depth witnesses the glories of sunrise and sunset, but is a spot hallowed by the maiden goddess praying for her chosen Lord, whose abode is in the Himalayas. She symbolises 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.

The Marina, Madras

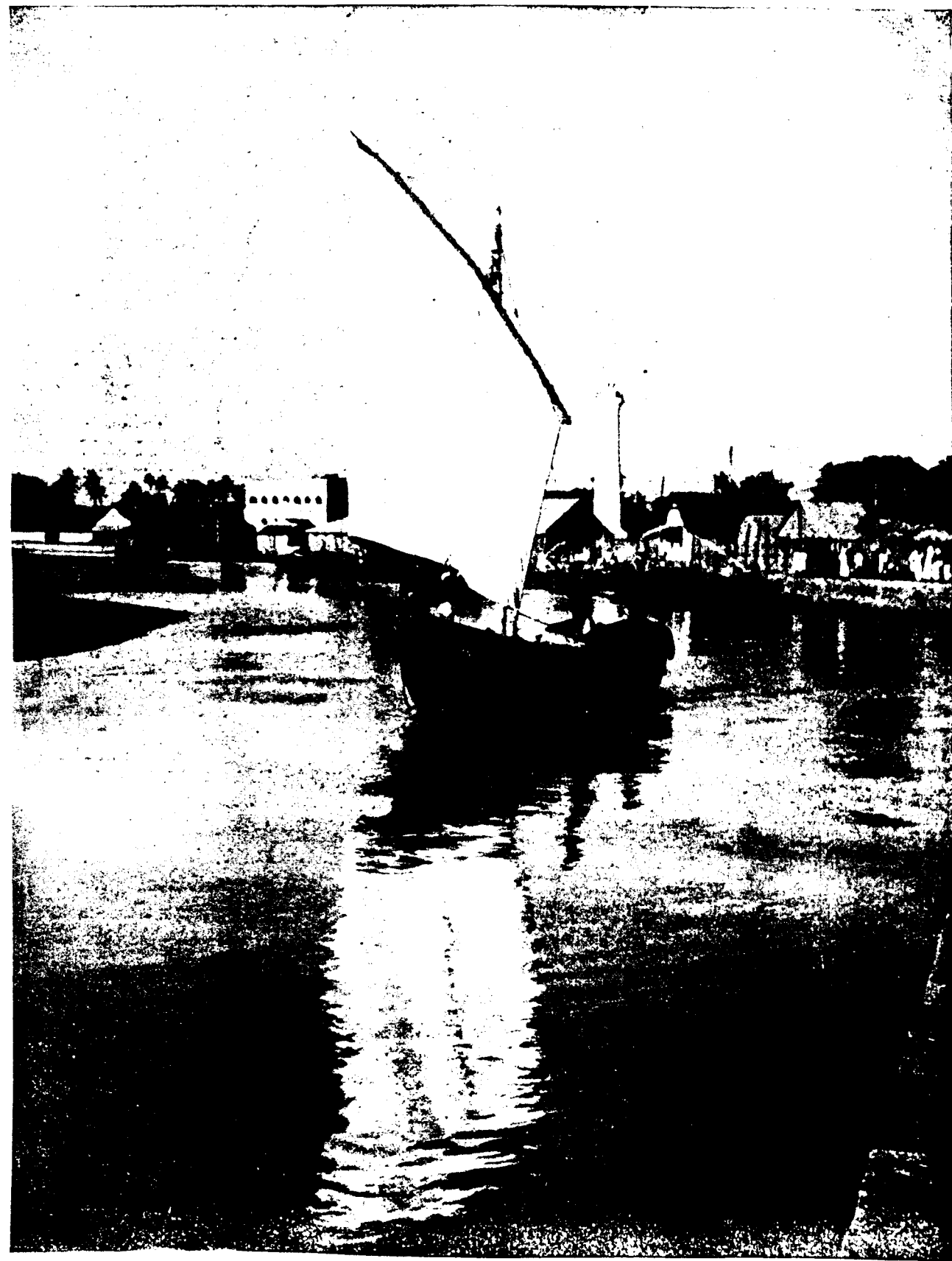
The Marina is considered the finest in the East and is a popular evening promenade. Along the Marina are the Government Secretariat and University buildings.

Negapatam

Negapatam is an old Dutch Settlement and is a Port of call for Coastal craft. There is a Steel Rolling Mill near the Railway station and an ancient temple situated in the town.

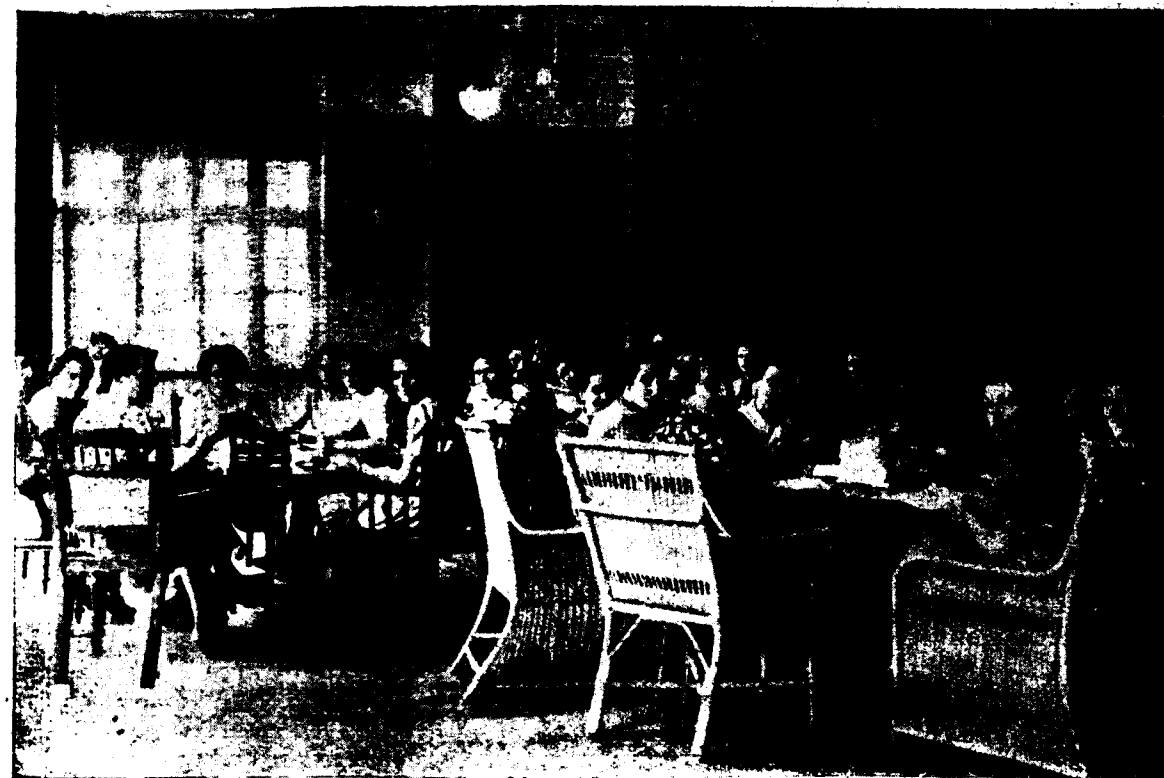


The Marina, Madras.



Backwater Port, Negapatam.

Ladies' First Aid Society, Trichinopoly.



At the last meeting of the Society it was decided to inaugurate a Working Party for making hospital requisites. This Party meets at the Trichinopoly Club every Monday morning from 9-30 to 1 o'clock. The supply of materials, etc., from Madras is organised by Mrs. H. C. Hodgson. When she is away from the station Mrs. J. R. Harding takes charge.

The following work has been accomplished to date:—

Knitted Garments—

Ankle Socks	..	..	..	36 pairs.
Gloves	..	..	..	10 "
Helmets	..	..	..	39
Hose-Tops	..	..	..	19 pairs.
Mittens	..	..	..	63 "
Pullovers (Sleeveless)	..	..	..	23
Pullovers (with Sleeves)	..	..	..	12
Scarves	..	..	..	143
Sea-boot Stockings	..	..	..	6 pairs.
Sleeping Caps	..	..	..	1
Socks	..	..	..	95 pairs.
Steering Mittens	..	..	..	13 "
Stockings	..	..	..	4 "
Waistcoat Mufflers	..	..	..	27

491

Hospital requisites—

Gauze Dressings..	..	..	5115
Roller Bandages	..	..	719
Many-tail Bandages	..	..	415
Swabs	..	..	500
Helpless Jackets	..	..	20
Jug Covers	..	..	120
Face Washers	..	..	50
Beaded Tray Covers	..	..	70
Glass Cloths	..	..	91
Operation Towels	..	..	30

7130

Miscellaneous—

- 1 Mah Jong Set, complete.
- 1 Dart Board with darts.
- 2 Boxes, English and Indian Books.

Out Station News.

Tinnevely

The Annual General Body Meeting of the Railway Recreation Club and Reading Room was held on 17th May 1941 in the Institute when the audited balance sheet and statement of receipts and expenditure for the year from 1st April, 1940 to 31st March, 1941 were unanimously adopted.

The year under review was a record one in respect of membership and collections. Several improvements and amenities were provided for the benefit of the members.

The following Office-bearers were elected for the year 1941-42 :

H. L. Stirling, Esq., M.I.E., .. *President.*
Sri P. V. Venkateswara Iyer .. *Hon. Secretary.*

Sri G. Rajam ..	} <i>Members of the Managing Committee.</i>
„ M. S. Viswanatha Iyer ..	
„ T. S. Subramania Iyer ..	
„ K. Nataraja Pillai ..	
„ G. Doraiswamy Naidu ..	
„ V. Uzuthra Variar ..	
Mr. D. Edwardraj ..	

After a vote of thanks to the President and thanking the Administration for the financial help rendered to the Institute the meeting terminated.

On 28th June, 1941 a farewell Send Off was given to Mr. H. L. Stirling, M.I.E. (Ind.) District Engineer and President of the Railway Recreation Club and Reading Room who was proceeding on three months' leave. The members expressed their thanks for all his efforts to improve the amenities for the members.

Tambaram

On the eve of transfer of Dr. J. P. Devaraj, Surgeon-in-charge of the Railway Hospital, Tambaram to Villupuram, after a group photo and tea, a meeting was held in the Railway Institute Hall under the distinguished presidency of Professor T. K. Rajasekaran, M.A., of the Christian College.



Farewell to Dr. J. P. Devaraj of Tambaram.

Mandapam

The Annual General Meeting of the Railway Reading Room, Mandapam was held at 4 p.m. on Saturday the 19th July, 1941 with the President, Mr. N. Seaton, D.S.C., M.I.M.A.E., in the chair.

The balance sheet and statement of receipts and disbursements for the year ending 31st March, 1941 was adopted unanimously.

The following five members were then elected as members of the Managing Committee :

Sri S. Packirisamy Pillai ..	} <i>Marine Department.</i>
„ T. M. Rajagopala Mudaliar ..	
„ Chidambaram Asary ..	
„ M. Lourdhusamy Pillai ..	<i>M.D.S.K.</i>
„ N. Chandrasekhara Iyer ..	<i>Permanent-Way Sub-Inspector.</i>

The President congratulated the members on the keen interest evinced by them in the activities of the Reading Room and thanked them for their hearty co-operation.

New Radio : A new Pye 5 valve battery operated Radio set has been installed in the Reading Room.

Negapatam

The Annual General Body Meeting of the Robinson Institute, Negapatam, was held on Thursday the 4th September 1941 under the presidency of Mr. A. R. Edington who distributed the prizes to the winners and runners-up in the several Tournaments conducted by the Institute. Mr. K. Srinivasachari, the Honorary Secretary, presented the balance sheet



Station Garden, Kadayannallur.

and accounts for the year 1940-41. The President expressed his pleasure at the satisfactory financial condition of the Institute and complimented the Honorary Secretary and other Office-bearers on the good work turned out by them during the year under review. The balance sheet and the accounts were unanimously accepted.

It was announced by the President that Rao Sahib N. S. Venkatrama Iyer and Messrs. C. D. Ellicott and K. V. Venkatrama Iyer will continue as Vice-Presidents for the coming year also. He also renominated Mr. K. Srinivasachari as the Honorary Secretary, appreciating the fact that he has been efficiently managing the affairs of the Institute successively for several years. The following were elected as members of the Managing Committee :

Messrs.—

Y. G. Balasundaram Pillai	T. Narayanasamy Pillai
C. Narayana Nambiar	N. Venkatesan
N. S. Benjamin David	P. George Philip
A. Ganapathy Pillai	K. Vaidyanatha Iyer.

The President thanked the Retiring Office-bearers and appealed to one and all to help in the matter of making the Institute more and more useful and attractive.

Villupuram

The Annual General Body Meeting of the Railway Indian Reading Room, Villupuram, was held at 6-30 p.m. on Sunday the 3rd August 1941 under the Presidentship of Sri V. Ramaiya, District Engineer, Villupuram. The annual report and balance sheet for the year 1940-41 were read and adopted. The following were elected to the Managing Committee for 1941-42 :

Sri G. Gopalasami Pillai.
„ K. R. Gopala Iyer.
„ M. S. Sarma.
„ R. Santhanakrishna Pillai.
„ N. Sambasiva Mudaliar.
„ G. Krishna Pillai.
Mr. Shaik Ahmed.

The President nominated Sri R. Raghava Iyengar to continue as Honorary Secretary of the Reading Room.

Station Garden Competition

Thirteen stations competed this year. The staff at Kadayannallur are to be congratulated on the excellent garden which they have raised, and for which they were awarded the first prize. The second prize was awarded to Partibanur and the third prize to Salem Town. Tiruvannamalai, Mundiampakkam, Vallikunnu and Kanhangad were commended.



Unless one is intimately acquainted with the working of a railway system one can little comprehend the multiplicity of procedure and personnel involved in the movement of a goods wagon and the many and diverse methods that are adopted to effect a quick turn-round of wagons.

From the moment an empty wagon arrives at a station for loading till it is unloaded at its destination, it is subject to numerous handling and is entered up in various station and train records which are checked at intermediate points. When the goods offered for transport are loaded in the wagon and the relative documents and registers completed, the wagon proceeds on its journey.

At the nearest marshalling station where the formation of goods trains for various destinations are undertaken, the wagon in question is attached to the appropriate train.

It often happens that goods for more than one destination are loaded in one wagon. These have

to be carefully sorted out at the marshalling station, where there is usually much rehandling.

An important feature of the work at marshalling stations is to ensure that in the trains that are despatched in various directions, consignments to the same destination are not scattered about in different wagons.

Not only is the uneconomic use of wagons thus avoided, but the resultant saving of time and engine power in the shunting and placing of wagons at destination for unloading is of no little importance.

In journeys involving break of gauge, the transshipment of goods from wagons of one gauge to wagons of another is carried out by the railways.

If two or more railways have to be traversed in the journey between the forwarding and destination stations, the junction station between two

railways is a point at which certain formalities have to be gone through. Here, the receiving railway, before accepting responsibility for the goods and stock it takes over, is naturally desirous of being thoroughly satisfied with their condition.

At every stage of operation in the movement of goods, there is the possibility of delay and consequent detention of wagons. Delay in loading, defective loading, careless operations at marshalling yards, delay in detaching and attaching of wagons en route, transshipment, inspection at junctions and

unloading at destination, are all factors that may singly or jointly cause much change in the average number of miles a wagon moves per diem.

Every railway administration maintains a special organisation to watch over the movement of wagons so as to ensure that the best possible use is made of these vehicles.

A special machinery under a common inter-railway organisation functions to supervise and regulate the transference of stock from one railway to another.

DO YOU KNOW

Who is the Railway man who travels the longest total distance in a year?

Readers are invited to guess.

There are 9,396 miles of Telegraph and Telephone wires in use on the South Indian Railway.

The total number of messages dealt with in Railway Telegraph Offices in a year is 33,93,253.



Medical relief vehicles, fully equipped, are stationed at certain stations with a view to be moved expeditiously for emergencies.

Every year about 2,70,000 meals and 12,74,000 cups of coffee are sold in the Indian Refreshment Rooms.

In Books and Forms the Railway spends about Rs. 3½ lakhs per year and about Rs. 60,000 on stationery such as pens, pencils, ink, paper, erasers, etc.

Every year the Railway disposes of about 100 tons of waste paper.

At what stations are electric sirens provided and for what purpose?

A long range electric siren has been installed on the High Service Tank in the station yard at Villupuram. This siren is provided with a switch which will give five calls of ½ minute

duration with ½ minute interval between each call. This serves as a means of giving immediate warning to the staff in the event of a serious accident. Certain staff have been detailed to turn up for such calls, and to take up the duties and positions allotted to them.

Electric sirens are proposed to be installed at Trichinopoly Jn., Madura Jn. and Erode Jn. stations.

At what stations are Medical Relief Vehicles stabled?

Villupuram Jn.	Erode Jn.
Trichinopoly Jn.	Shencottah.
Madura Jn.	Shoranur Jn.

"Man is the only animal of which I am thoroughly and cravenly afraid. I have never thought much of the courage of a lion tamer. Inside the cage he is at least safe from other men. There is not

much harm in a lion. He has no ideals, no religion, no chivalry, no gentility; in short no reason for destroying anything that he does not want to eat."

—Bernard Shaw.



S.I.R. Athletic Association Annual General Meeting

The S.I.R. Athletic Association Annual General Meeting was held on 9th August, 1941 with Mr. J. F. C. Reynolds, the President in the Chair. The report for the year 1940-41 was adopted and the accounts pertaining to that year were passed unanimously. The President then nominated Mr. T. L. Shield as the Vice-Chairman for the year 1941-42. Mr. H. Pitcher was elected as the Honorary Secretary and Treasurer and the following were elected as members of the Executive Committee :

- Mr. J. F. Wright.
- „ E. La. V. Parisot.
- „ Sidney Smith.
- „ K. P. Velu Pillay.
- „ Mobarik Ali.
- „ A. V. S. Robertson.

SPORTS NEWS

Hockey

The Sporting Season commenced with the Hockey Tournament which began on 8th July, 1941. Nine teams participated in the tournament as against ten in the previous year. The matches were generally well contested. The European and Anglo-



S.I.R. Officers witnessing the Presidency Football Sevens Tournament.

Indian Institute, Golden Rock, beat Trichy Junction Institute in the final and won the game annexing "the Scott Shield" for Hockey.

M.C.C. Hockey Tournament

Villupuram sent in a combined team for the M. C. C. Hockey Tournament which commenced on 17th June, 1941. For the 1st round the Villupuram Institute drew a bye. The 2nd round was matched against M. & S. M. Railway 'B' on 4th July, 1941. It resulted in a win for the Villupuram Institute by 4 to 1, the chief



Hockey Tournament Winners (The E. & A. I. Institute, Golden Rock).



scorer being Mr. C. Rozario who performed the Hat Trick. The Institute thus entered the quarter finals against the Tournament Winners, M. C. C. on the 10th July and lost to them, the score being 3 goals to 2.

Football Elevens

The tournament commenced on the 31st July, 1941. There were 12 entries this year as against 7 last year. Tanjore Institute met the European and Anglo-Indian Institute, Golden Rock in the final when the latter won the Trophy "Rothera Shield" for Football Elevens.

Football Sixes

The tournament commenced on the 25th August, 1941. There were fifteen entries this year as against eighteen last year. The Reading Room "A"



Hockey Tournament Runners up (Trichy Jn. Institute).

Podanur met the European and Anglo-Indian Institute, Golden Rock in the finals when the former won by a narrow margin of one corner point and won the trophy "Robert White Shield."



Football Elevens Tournament Winners (The E. & A. I. Institute, Golden Rock).



Football Elevens Tournament Runners Up (Tanjore Institute).

Robinson Institute, Negapatam. The Annual Tournaments.

Several members took part in the various events and almost every match that was played was interesting and attended by a large number of spectators. The following are the results of the Tournaments conducted :—

Billiards

Sri A. M. P. Chandrasekaran Chettiar : *Winner.*
 „ A. Ganapathi Pillai : *Runner-up.*
 „ A. Muthukrishna Naidu : *Highest Break.*



SRI A. M. P. CHANDRASEKARAN CHETTIAR

Ping Pong

Sri N. Venkatesan : *Winner.*
 „ T. A. Kesavan : *Runner-up.*

Badminton Doubles

Messrs. P. N. Sourirajalu Naidu and Mohamed Khalid Sahib : *Winners.*

Messrs. K.N. Rajan and P. Rajukannu : *Runners-up.*

Carrom Singles

Sri S. Thyagarajan : *Winner.*
 „ P. Rajukannu : *Runner-up.*



Winners in Football Sixes Tournament (Podanur Reading Room).



Winners.
 Carrom Doubles

Winners : Messrs. Dheenadayalu and P. A. Varadarajalu.

Runners-up : Messrs. N. Venkatesan and M. K. Dorai Raj.

Inter-Institute Badminton Tournament.

21 teams in Doubles and 13 teams in Fives participated in the S.I.Ry. Athletic Association Inter-Institute Badminton Tournament, 1941-42.

Fives.

Ormsby Institute, Trichy Fort 'A' (A. Narayanasamy, T. G. Vadamalai, K. Sundaresa Mudaliar, R. Rajagopalan and P. Subramani) defeated the Robinson Institute, Negapatam (T. Narayanasamy, V. G. Ramasami, A. Ganapathy, K. Vythianathan and N. Venkatesan) in the final, the scores being

If you have knowledge, let others light their candles at it.

—Fuller.

Ideas are like a mirror. If you appear before it with a smile, it will smile back to you ; if you make grimaces before it, it will do the same at you.

—Voltaire.

For quiet homes and small beginnings,
 Out to the undiscovered ends,
 There's nothing worth the wear of winning,
 Save laughter and the love of friends.

—Hilaire Belloc.



Winners in Fives.



Runners-up.

24-29, 29-27 and 29-28. The brilliant part of the final was perhaps the third game when each team having scored one game all strived their utmost for the victory. It was a neck to neck fight. The Robinson Institute was almost to win when R. Rajagopalan with his brilliant returns and accurate smashes turned the tide and won the game amidst thundering applause.

Doubles.

The Doubles was also won by the Ormsby Institute, Trichy Fort 'A' (V. Kalyanasundaram and R. Rajagopalan) by defeating the Indian Institute, Golden Rock 'A' (D. Samuel and R. Muthukrishnan), the scores being 29-13 and 29-22. R. Rajagopalan was effective from the commencement with his ace screw-services and shots.

It was gratifying to note that the general standard of the game this year was very high.

I have often a bitter pain when thinking of the German people so valuable as individuals, so hopeless as a whole.

—Goethe.

Fishing is a stick and a string with a fly at one end and a fool at the other.

—Leigh Hunt.

Here is a new definition of the Londoner—a man who hopes for the best and prepares for the burst.

—Daily Telegraph, Peterborough, England.

If a man thinks he is Cæsar and nobody agrees with him, he is sent to the insane asylum. If the masses agree with him, he becomes a dictator.

—Hilaire Belloc.

STAFF WELFARE.

District Staff Committees

The Tinnevely District Staff Committee was reconstituted and held its first meeting at Tinnevely on 28th August, 1941.

The following proposals which emanated from the District Staff Committees have been sanctioned :—

Additional staff

A Compounder in the grade Rs. 25-1½-40 has been sanctioned for the dispensary at Calicut.

Scales of pay and Compensatory allowances

The present fixed scale of Rs. 25 per mensem for Junior Out-door Traffic Clerks has been abolished and an incremental scale of Rs. 25-1½-32½ introduced with effect from 1st September, 1941.

The scale of the Fuel Clerks of the Mechanical Department at Calicut, Shoranur, Podanur, Coonoor, Mayavaram, Tanjore and Quilon has been raised from Rs. 28-1½-46 to Rs. 48-2-58.

The Peons of Traffic Inspectors have been placed on the scale Rs. 12-½-15 instead of Rs. 12 fixed.

The scale of pay of the Travelling Porters has been revised from Rs. 12 to 15 (Revised) to Rs. 15-1-18.

The Traffic Relieving Staff such as Relieving Clerks, Relieving Signallers and Relieving Station Masters have been allowed to draw with effect from 1st July, 1941 an additional 50 per cent relieving allowance when posted to work on the Nilgiri Railway and on the Travancore Ghat Section between Shencottah and Punalur.

A Compensatory allowance, subject to a minimum of Rs. 2-8-0 for inferior staff and Rs. 4 for subordi-

nates, has been sanctioned with effect from 1st August, 1941 for the staff employed on the Cochin Harbour Railway on Willingdon Island.

Passes

The inferior staff employed at Trichinopoly Junction station have been allowed to avail the concession rate of As. 6 per mensem up to a distance of 12 miles from Trichinopoly Junction.

The inferior staff have been allowed to have four single journey passes for self in a year after a service of six months; they will have three single journey passes in 1941 and four single journey passes from 1942 onwards.

The staff at Negapatam have been allowed to have their privilege passes routed via Mayavaram when travelling from Trichinopoly Junction.

Provision passes to certain stations have been made available for 2 days in a week.

The Provision passes in favour of the staff employed on the Willingdon Island have been made available twice a week.

The inferior staff transferred to a station where quarters are not available have been granted duty passes to go back and take their families to the new station.

Clothing

The sweepers employed on Hospital duty at Trichy Jn. Dispensary have been allowed free uniforms and the Watchmen employed in the Central Workshops at Golden Rock are supplied with boots and khaki turbans.

STAFF BENEFIT FUND.

The report of the South Indian Railway Staff Benefit Fund for the year ended 31st March '41 reveals several instances of aid to Educational Institutions, loans and grants to Institutes, grant to the South Indian Railway Athletic Association, relief to the necessitous staff, sickness or maternity benefits for the family of staff, and supply of daily news-

papers for the use of inpatients of the Golden Rock Railway Hospital.

The pupils of the Railway Schools deserve to be congratulated for their donation of Rs. 200 towards the War Fund.

Report of the Proceedings of a Special Meeting between the Agent and General Manager and the S. I. R. Employees' Association.

The Agent and General Manager met the following Office-bearers of the S. I. Railway Employees' Association at Trichinopoly Jn. on 23rd August, 1941 :—

Mr. T. A. Sivasankaran : *President*—(Special Grade Driver, Villupuram).

Mr. J. A. P. O'Brien : *Vice-President*—(Retired Driver).

Mr. A. Enoch : *Vice-President* (Driver, Erode).

Mr. T. V. Somasundaram : *General Secretary* (Assistant Train controller, Villupuram).

Mr. K. Sivaraman Nair : *Member, Executive Council*—(Guard, 1 Grade, Madura).

Mr. S. Mani Mudaliar : *Member, Executive Council*—(Guard, Villupuram).

In opening the meeting, the Agent and General Manager welcomed the members of the Association and informed them that he was granting recognition to the Association subject to the approval of the Home Board. He desired that the Association should definitely understand the following facts in order to encourage mutual trust and co-operation :—

The Administration was not opposed to Trade Unionism. It would encourage a properly conducted Trade Union of Railway Employees, but had no interest in politics.

The Railways in India belonged to the State. The powers of the Home Boards of the Company-managed Railways and of their Agents in India were limited to some extent and were subject to the control of the Railway Board in all financial matters. This accounted for the inability of the Administration to comply with all the proposals submitted by the various Staff

Committees and Trade Unions when they involved heavy financial commitments.

The policy of the Administration in regard to staff discipline had been clearly enunciated in the preamble to the Agent and General Manager's Circular No. 283 (Revised). No employee is liable to discharge or dismissal from the Company's service except as a result of flagrant disregard of the rules, or disobedience of the

orders of constituted authority. Every employee has the right of appeal to the Agent and General Manager who, as far as possible, personally deals with each appeal independently without being influenced by departmental recommendations or decisions.

The Agent and General Manager then announced that the first quarterly meeting with the Association would be held on 11th October 1941, and the Association was asked to submit an Agenda not less than 20 days in advance. In this connection, the Agent and General Manager stressed the necessity for having a limited number of subjects only on the Agenda which should be based entirely on facts and thoroughly prepared so that it could be dealt with expeditiously and on business lines. He also stated that the number of re-

presentatives of the Association attending the meeting should not exceed 20.

The General Secretary of the Association (Sri T. V. Somasundaram) thanked the Agent and General Manager on behalf of the members of the Association for granting them recognition. He stated that the Association fully appreciated the Agent and General Manager's remarks, and assured him that the Association would function on strictly constitutional lines and would fully co-operate with the Administration.

SAFETY FIRST.

Safety cannot be achieved by wishful thinking. It must be practised by all members of an organisation every day, in every way. When an injury occurs it means that there has been a break-down in the safety machinery. It has truly been said that the price of safety must always be eternal vigilance.

Incontrovertible statistics show that a safety-minded worker is more efficient than one who does not practise safety. This is a logical conclusion when we consider that a man who works safely is thinking of his work, and as a consequence is turning out better work.



SMILE-A-WHILE

From a lecture by N. C. O. "Your rifle is your best friend; take every care of it; treat it as you would your wife. Rub it all over with an oily rag every day."

Notice in American country paper: "Anyone found near my chicken-house at night will be found there next morning."

Not in the list

Criticizing the lack of telephone facilities during periods of "alert" a vicar wrote: "... I had occasion to telephone about the arrangement (urgent) of divine service in a parish whose incumbent was seriously ill suddenly on Saturday night. I was informed that no call could be put through, although I said it was in the service of Almighty God.

The reply was that His name was not on the list of urgent calls."

An attractive girl, dressed in the W. A. T. S. uniform, and a plain, middle-aged spinster were waiting for a bus. "Have a cigarette?" asked the girl, opening her case. "What! Smoke in public!" exclaimed the woman, shocked to her depths. "Why, I'd sooner kiss the first man who came down the street!"

"So would I," retorted the girl. "But have a cigarette while you're waiting."

"Your frocks are all so skimpy!" complained the impossible customer. "I think I'd look nice in something flowing."

"Madam might try the river," said the exhausted assistant.

Her Qualification

Dora was in the middle of her singing lesson when her mother arrived on the scene. After listening for some time the latter broke in.

"Ah-er-how is my daughter getting on? Do you think she will make a good singer?"

The music teacher seemed at a loss for words.

"Well, madam," he said at last, "it's rather difficult to say."

"But you must know by now if she possesses some of the qualifications."

"Well, she's got a mouth."

Not Needed

With an air of haughty disdain a passenger watched a train pull up to the platform.

"Is that my train, porter?" he asked for the tenth time. "No, sir," was the reply; "it belongs to the railway company."

"Don't be insolent!" snapped the passenger. "I want to know if I have to take that train to Edinburgh."

"You needn't do that, sir" replied the porter quickly; "that's what we've got the engine for."

"A lady wishes to see you," the junior clerk informed his employer.

"Is she good-looking?" asked the boss.

"Yes, sir—very"

"Show her in."

When the visitor had gone the boss said, "You're a nice judge of beauty. I must say!"

"Well, sir" said the clerk, "I thought she might be your wife."

"She is," snapped his employer.

Wrong Shop

A visitor called at the village library. "May I have the 'Letters of Charles Lamb'?" he asked.

"You're in the wrong building, Mr. Lamb," said the new clerk, pleasantly. "The post-office is just across the street."

Two men, returning from a banquet in the early hours, were arguing whether it was the sun or the moon that was appearing in the sky.

Meeting another man, they explained their argument and asked his opinion. Unfortunately, he too, had been dining not wisely but too well. All the same, he answered, politely:—

"I'm sorry, gentlemen, but I am—hic—a stranger in these parts myself."

Familiar

Film Star (newly married): "And is this your home?"

Bridegroom: "It is precious."

Film Star: "Say, it looks mighty familiar. Are you sure I haven't married you before?"

Captain: "Are you happy now that you're in the Army?"

Recruit: "Yes, sir"

Captain: "What were you in civilian life?"

Recruit: "Happier still, sir."

"Which travels faster, heat or cold?"

"Heat: you always catch cold."

"Don't you find writing a thankless job?"

"On the contrary, everything I write is returned to me with thanks."

The Eccentric Men

A club of eccentric young men had for one of their rules that on Tuesday evenings any man who asked in the clubroom a question which he was unable to answer himself should pay a fine of ten shillings. One evening Tomkinson asked: "Why doesn't a ground squirrel leave any dirt round the top of his hole when he digs it?"

After some deliberation he was called upon to answer his own question.

"That's easy," he said. "The squirrel starts at the bottom and digs up."

"All very nice," suggested a member, "but how does it get to the bottom?"

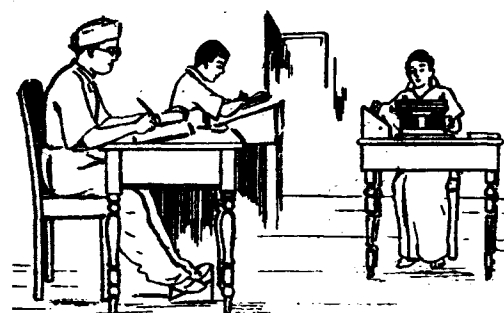
"That's your question," answered Tomkinson.

One Exception

At the conclusion of the Scripture lesson the teacher asked: "Now all those boys who want to go to Heaven put up their hands".

The expected response came from all but one. "Well, Tommy," said the teacher, in surprise, "don't you want to go to Heaven?"

"Please, teacher, I can't" said Tommy. "Mummy said I was to be home early, so's we could go to the pictures."



STAFF NEWS

Deputation

Sri P. Govinda Rao, Temporary Assistant Engineer, was transferred to the Military Department, from the afternoon of 19th July, 1941.

Dr. M. C. Condillac, District Medical Officer, was "called out" under section 18 (a) of the Auxiliary Force Act, 1920, in order to perform the duties of Medical Officer to the Madras Contingent A. F. I. and such other duties as might be required of him by the Officer Commanding, British Military Hospital, Madras. He was released on the afternoon of 13th August, 1941.

Appointments

Dr. P. Anandakumara Menon was appointed as a temporary District Medical Officer from 8th July, 1941 and posted to the Northern District, Golden Rock.

Sri G. Parameswara Warriar was appointed as a temporary Assistant Engineer from 24th June, 1941 and posted to Salem District.

Sri T. Komaleswaran was appointed as a temporary Assistant Engineer from 26th June, 1941 and posted to Madura District.

Confirmations

Mr. A. R. Edington, Ag. Controller of Stores, was confirmed as Controller of Stores from 11th April, 1941.

Sri R. Madhavachari, Ag. District Engineer, was confirmed as District Engineer from 11th April, 1941.

Sri A. V. Natesa Iyer, Ag. District Commercial Superintendent, has been confirmed as District Commercial Superintendent, from 1st September, 1941.

Promotions

The following promotions were made :—

Sri P. S. L. Chowdhri, Assistant Engineer, to act as District Engineer, from 1st July, 1941.

Sri M. Soundararajan, Assistant Engineer, to act as District Engineer, from 7th August, 1941.

Sri K. R. Sundaram Iyer, Assistant Auditor, District grade, to act as Deputy Chief Auditor, from 1st July, 1941.

Sri T. K. Soundararaja Iyengar, Assistant Commercial Superintendent, "Rates" to act as District Commercial Superintendent "Rates" from 1st September, 1941.



Officers of the Audit Department entertained Rao Bahadur M. Ramachandra Iyer, Dy. Chief Auditor, on the eve of his retirement.



SRI N. S. THIRUMALACHARIAR, B.A.



MR. W. B. FOWLER.



SRI T. V. AIYASAMY MUDALIAR.

Transfers

The following transfers of Officers were effected during this period :—

Mr. Abdul Azeez, Temporary Assistant Engineer, from Golden Rock to Cannanore from 25th August, 1941.

Sri T. Somasundaram, Assistant Engineer, from Cannanore to Trichur, on relief by Mr. Abdul Azeez.

Sri B. Kerala Varma Raja, Assistant Traffic Superintendent, Trichinopoly Sub-Area, to Headquarters from 10th July, 1941.

Sri N. Krishnamurthi, Assistant Traffic Superintendent, Headquarters, as Assistant Traffic Superintendent in charge, Trichinopoly Sub-Area from 10th July, 1941.

Sri P. T. Padmanabha Mudaliar, Assistant Traffic Superintendent, from Trichinopoly to Madras, from 28th July, 1941.

Retirement

Sri N. S. Thirumalachariar, B.A., Cost Accountant, Workshop branch of the Audit Department who proceeded on leave preparatory to retirement on 26th June, 1941 entered service as a Clerk in 1913 and rose to the position of an Accountant by dint

of hard work. He served as Assistant Loco. Accountant at Negapatam, Podanur and Golden Rock, as Accountant, Expenditure Section, Trichinopoly, as Stores Accountant at Negapatam and finally as Cost Accountant, Central Workshops, Golden Rock. Affable by nature, he was considerate to his subordinates, respected by his colleagues and liked by his superiors. We wish him many happy years in his retirement.

Mr. W. B. Fowler, Grade I Loco. Foreman, has proceeded on leave preparatory to retirement from 6th June 1941, after a service of 32 years. He was entertained in 1909 as a Driver and became a First Grade Loco. Foreman by hard work and adherence to duty. We wish him many happy years of retired life.

Sri T. V. Aiyasamy Mudaliar is the son of late Rao Sahib Sri T. V. Annaswamy Mudaliar, one of the earliest Indian Assistant Auditors on this Railway. He started as a clerk in the year 1907 and became a probationary Travelling Auditor in the year 1909. He was later promoted as Senior Travelling Auditor which post he held until his retirement—after a year's extension of service. He was known for his diligence, quiet and unassuming manners. We wish him all happiness in retirement.



Mr. C. M. D'Costa, Driver, Erode was entertained in Grade II in 1930. He retired from service due to superannuation on 30th July, 1941. He was awarded Merit Marks in recognition of services rendered in connection with H. E. the Viceroy's tour during July and August 1940.

Sri Palanivelu Acharya entered Railway service in 1907 as a clerk in the Goods Section of the Chief Auditor's Office. He was then transferred to the Statistical Branch of the Agent and General Manager's Office where he rose to the position of Chief Clerk in November 1939. He was for some years a lecturer in 'Statistics' in the Transportation Block School and a member of the Staff Benefit Fund. After a faithful service of over 33 years he retired on 1st July, 1941 under age limit. We wish him many years of happy retirement.

Sri E. K. Sankaran Nair served the Railway for 39 years. He entered service in 1902 as a Porter and retired as a Shunter at Shoranur in August 1941. He served at the important stations of Calicut, Cannanore, Erode and Shoranur. One of his sons is a Pointsman at Lakkiti. Sankaran Nair was known for his keen sense of duty and straightforward character. He hopes to take to agriculture in retirement, the profession of his forefathers. We wish him many happy and prosperous years of retirement.

Sri Sarangapani Naidu, entered service as a cooly in September, 1911 and retired as a Fitter on July, 1941 under age limit.

Sri K. Madhavan Nair, Chief Goods Clerk, Dindigul was originally in the M. S. M. Railway and was transferred to this Railway in 1908. He retired under age limit on 27th July, 1941 after a service of 34 years.



SRI T. A. KANNUSAMY PILLAY.

SRI M. G. JAGANNATHAM.

SRI NARAYANASAMI MUDALIAR.

MR. S. MICHAEL.

Sri T. A. Kannusamy Pillai, Steamer Clerk, Dhanushkodi started as a Ticket Examiner in 1917 and retired on 30th September, 1941 on medical grounds.

Sri T. Veeraswamy Iyer, Senior Clerk, Negapatam entered service in the Audit Department in 1905 as a clerk and retired from service on 16th July 1941 under age limit after having put in over 35 years of faithful service. We wish him all happiness.

Sri S. Subramaniya Iyer entered service as a clerk in 1904 and rose to the position of Superintendent, Ticket Printing Factory. He was granted an extension of service for one year and he retired after 37 years of good service.

Mr. S. Michael, Guard, Trichinopoly Jn. started life as a Brakesman in 1908 and rose to the position of a second class Guard. He retired on 3rd September, 1941.

Sri V. Rajagopala Iyer, Station Master, Mangalore entered service in 1909 as a Relieving Signaller and worked his way up to the position of a Station Master. He retired on 4th September, 1941.

Sri N. S. Yegnasami Iyer, Station Master, Lalapet started as a Probationer in 1906 and rose to the position of a Station Master in 1918. He retired on 12th August, 1941 under age limit.

Sri M. Subbaraya Iyer, Clerk, District Traffic Superintendent's Office, Madura entered service in 1917 as a Clerk and retired voluntarily on 11th July, 1941.

Sri D. R. Krishna Rao, Head Signaller, Podanur was appointed as a paid Probationer in 1909. He voluntarily retired on 18th September, 1941.

Sri V. Rengasamy Raju, Second Class Guard, Dindigul entered service in 1908 as Brakesman and retired under age limit on 5th August, 1941.

Sri M. G. Jagannatham, Shunter, Tambaram retired from service on 11th June, 1941 on medical grounds. He joined the railway in 1914 as a porter and worked his way up as a Shunter which post he held at the time of retirement.

Sri N. Natesa Mudaliar, Train Lighting Fitter, Madras Egmore retired from service under age limit on 17th July, 1941. He entered service in 1911 as a cooly and was promoted as a Fitter in 1921.

Sri Narayanasami Mudaliar, Sanitary Maistry, Golden Rock retired on 30th June, 1941 after 20 years of faithful service.

Sri C. A. Achuthan Nair, Watchman, Podanur, Broad Gauge Depot was entertained in the Traffic Department in 1916 as a Gateman and subsequently transferred to the Stores Department as a Watchman at Podanur. He retired on 1st July, 1941 under age limit after a service of 24 years.

Mr. F. Koya Kutty, Gang Mate, Coonoor entered service in 1910 as a Gang Cooly and retired on 1st July, 1941 under age rules after 30 years of service.



SRI S. MANICKAM PILLAI.

Sri S. Manickam Pillai, started service as an Engine Cleaner in 1913, and retired on 1st July, 1941, as a Pump Engine Driver on medical grounds.

Mr. V. G. Footman, Assistant Foreman, Golden Rock was entertained as an Apprentice Fitter in 1912 and was promoted to monthly cadre in 1916. By hard work, he steadily rose to the position of Grade I Chargeman in the Mechanical Millwright Shop. He was promoted as Progress Supervisor in 1934 and again as Assistant Foreman, Boiler Shop in 1938 which post he held till his retirement on medical grounds on 23rd August, 1941. He earned the respect and confidence of all his staff. We wish him many happy years in his retirement.



SRI C. SANKARAN NAIR.
Guard, who retired from service on 15th April, 1941.



SRI S. K. SUBRAMANIA IYER.

Sri S. K. Subramania Iyer, Assistant Catering Inspector retired from service from 1st July, 1941 under age limit. He entered service as a Sanitary Inspector in the Medical Department in 1921 and was transferred to the Traffic Department as Fruit Stall Inspector on 18th May, 1925.

A correction

In the "STAFF NEWS" in our July 1941 issue it was stated that **Sri T. Krishnasamy Iyengar**, Station Master, Vandalur entered service as a Porter. This is an error. He actually entered service as a Probationer.

OBITUARY

We regret to record the death of **Sri K. Kandasamy Pillai** Storekeeper, Negapatam at the age of 53 after a long and good service of 32 years. He was entertained in 1909 as a Checker and he rose to the position of a Store-keeper 1st Grade. We offer our heart-felt condolences to the bereaved members of his family.

Sri V. B. Gopala Iyer, Assistant Train Controller, started life as a Telegraph pupil in 1914. He was promoted as Station Master in the year 1920 and then as Assistant Train Controller in the year 1928. He was awarded a medal for meritorious services rendered during the general Strike in July, 1928. He died on 6th June, 1941. We offer our sympathy and condolence to the bereaved family.

Season's Attractions

The period October to December is full of symbolic festivals in South India celebrated chiefly to commemorate the victory of Righteousness over Evil. It is a period of cheerful travel for the Pilgrim.

Tiruk festival

(17-10-1941 to 16-11-1941) is celebrated throughout the tamil month of Arpasi. A special sanctity is attached to bathing in rivers during the month. Large number of pilgrims visit the source of the river Cauvery in Coorg reached from Tellicherry and travel along its course.

Skanda Shashti

(22-10-1941 to 27-10-1941) is a six-day festival celebrated in all the temples dedicated to Lord Subramanya. The sea-side shrine of Tiruchendur, the hill temples at Palni, Tiruparankundram and Swamimalai and also the temple at Sikkil near Negapatam are generally visited on this occasion.

Krithigai festival

(23-11-1941 to 3-12-1941) is celebrated to propitiate "Agni" the God of Fire. All Hindu homes and temples are brightly illuminated on the day of "Krithigai" which, this year, occurs on 2nd December. At Tiruvannamalai—the hill of the 'Holy Beacon'—this festival is celebrated at great expense. The large concourse of people wait for the moment when the Holy Beacon on the top of the hill is lit

Sankhabhishekam

(17-11-1941 to 8-12-1941). A large number of pilgrims visit the temple at Tirukkattayur on the Mayavaram-Tranquebar section and Tirukkalkundram—the hill of the 'Holy Kites'—(6 miles from Chingleput) to witness the Sankhabhishekam.

Arudra Darsanam

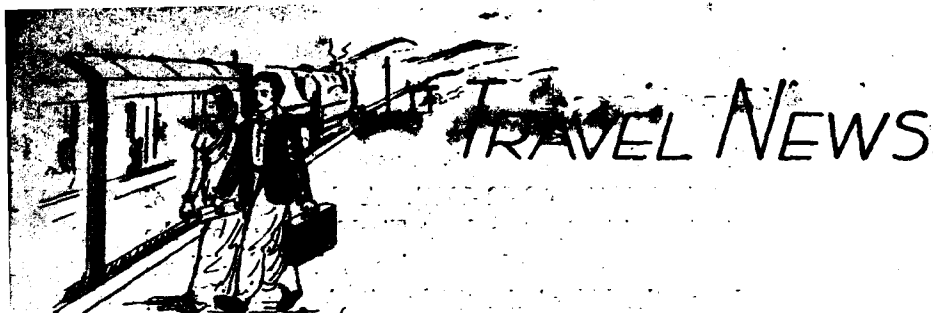
(24-12-1941 to 3-1-1942) is celebrated in all Siva temples. Special importance is attached to the worship of Sri Nataraja at Chidambaram. On the day of "Arudra Darsanam" (2-1-1942) Sri Nataraja is conducted to the 'thousand pillared mandapam' known as the "Raja Sabha". After a long course of ablutions performed to the deity to the accompaniment of Vedic chantings Sri Nataraja is taken out in procession into the broad court-yard of the temple where a huge crowd of pilgrims assemble.

Vaikunta Ekadasi

(19-12-1941 to 8-1-1942) or the "Day of Holy Fast" is observed in all Vishnu temples. Of all festivals in the holy shrine of Srirangam, Vaikunta Ekadasi is the most important. On 29th December, 1941 Sri Ranganadha decorated with jewels is taken in procession through the north gate known as "Vaikunta Vasal" in the early hours of the day followed by thousands of devotees.



Bathing in the Cauvery.



Tirupattur-Krishnagiri and Morappur-Hosur Railways

The Tirupattur-Krishnagiri, and Morappur-Dharmapuri Railways were constructed as famine feeder lines by the late Madras Railway Company and opened for traffic on 18th September, 1905 and 18th January, 1906 respectively. They were handed over to this Railway for working as part of the South Indian Railway undertaking from 1st January, 1908. The extension of the Morappur-Dharmapuri line to Hosur was constructed and opened for traffic on 15th May, 1913.

As the earnings of these two narrow gauge lines were not sufficient to cover the working expenses, the question of increasing the speed of trains, abolishing the first class accommodation in trains, reducing the third class fares and freight on the principal commodities etc., and that of reduction in maintenance and working costs were taken up with a view to improving the earnings. In spite of the best endeavours the financial position of the two lines did not improve, but became more and more unsatisfactory. While there was a fall in both passenger and goods earnings the drop in passenger traffic was considerable. It was therefore proposed to retain the lines for goods traffic only.

It was found that the operation of the Motor Vehicles Act, 1938 instead of improving the position of the Railways as anticipated, made it worse in that the Act gave a filip to lorry competition throughout.

It was also noticed that the extra and quicker train service rendered the track liable to distortion. Consequently, the speed of trains had to be reduced and a skeleton service was reverted to in order to curtail the losses in working against the increased

road services. The large expenditure on relaying with new rails which was necessary to increase the speed of passenger trains was not considered financially justified. The future prospects of passenger traffic being poor and the anticipated loss very heavy, it was considered that it might be possible to retain the lines for goods traffic if the Government agreed to give a monopoly to the Railway for the transport of goods traffic to and from the areas served by these lines.

The Government of Madras were not however prepared to give a monopoly to the Railway Administration for the carriage of goods traffic on these lines.

In the circumstances there was no other alternative but to close the two lines for all kinds of traffic.

Tinnevely

For the benefit of worshippers who are mostly railway employees, permission has been obtained for the retention of the Vinayakar temple within the Railway Colony at Tinnevely, allotting the land to the temple trustee.



The Vinayakar Temple.

Mahabalipuram

A new bridge has been built across the Buckingham Canal on the way to Mahabalipuram. In future, buses and cars can go direct to the sea shore.

Pondicherry

Pondicherry has now an automatic telephone exchange.

Travancore

All clocks in Travancore were put forward by 23 minutes at midnight on 16th August, 1941 when the Malabar year 1117 was born. This change brings into force Indian Standard Time throughout Travancore. Till now Travancore time was 23 minutes behind Indian Standard Time.

New Out-Agencies at Nagercoil, Nanguneri and Vangal

Passengers can now obtain at all Railway stations in India through tickets—Rail-cum-Bus—to Nagercoil, 49 miles to the south of Tinnevely and situated in the Travancore State and Nanguneri (served by the Tinnevely Jn. railway station) and Vangal (served by the Karur railway station) and also book their luggage and parcels. The Nagercoil Out-Agency will also be open for goods traffic except for live-stock, dangerous and explosive goods, excepted articles, motor cars and carriages on their wheels. The Nagercoil and Nanguneri Out-Agencies are worked by the Pioneer Motor Service and the Vangal Out-Agency is worked by V. M. S., Karur.

Cradles for Children

As an experimental measure women's third class compartments of the Malabar Expresses on the Broad Gauge will be provided with cradles for children.

Cancellation of cheap fares

Cheap fares which were in force on several sections of this Railway have been withdrawn. Detailed notifications are available at stations.



Madras Hindu High School Excursion Party at Dinner at Trichinopoly Junction.

House Rent Control in Hill Stations

The Government have issued a "Madras House Rent Control Order, 1941". The order provides for the determination of fair rents in cases of dispute, by a Controller who will be the Revenue Divisional Officer having jurisdiction over the area. The Control Order will apply immediately to the Ootacamund Municipality, the Coonoor Municipality and Wellington Cantonment in the Nilgiris district and the Kodaikanal Municipality in the Madura district.

Dindigul

A newly built Indian Refreshment Room equipped with electric lights and fans was opened on 1st August, 1941.

Kodaikanal Out-Agency

Consequent on the rationing of petrol the bus service between Kodaikanal Road and Kodaikanal Out-Agency has been reduced. In consequence, the booking of third class passengers other than servants of upper class passengers to or from the Kodaikanal Out-Agency has been stopped. The fare for a four-seater has been increased from Rs. 20 to Rs. 25 per trip.

Birthday Celebrations of H. H. The Maharaja of Travancore

H. H. The Maharaja's Birthday Celebrations will be held from the 19th to 28th October, 1941. 20th October, 1941 is the Birthday when colourful processions will pass through the streets.

Business Corner.



South Indian Timber

To bring the felled logs from the forests to the nearest centre of transport the elephant is used. No mechanical vehicle has succeeded in replacing this noble giant among beasts for this kind of work.



Madras—Goods can now be booked in Triplicane and China Bazaar

Messrs. Garage Ltd., Madras, who 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 have since established two offices in the City—one at No. 24 China Bazaar Road and another at Triplicane (in the Railway

booking office). Firms can now send their goods to these offices for booking.

The **Metre Gauge** extension between Podanur Jn. and Coimbatore Jn. was opened for the running of Goods Trains from 10th July, 1941. The transshipment of goods traffic from Metre Gauge to Broad Gauge or *vice versa* is now effected at Coimbatore.

The demand for **Mica** in American industry is likely to increase according to the India Government Trade Commissioner in New York.



Groundnut Mart.

The normal yield of groundnuts in the districts served by the South Indian Railway is 627,780 tons. Before the war about 45 per cent of the crop was being exported to foreign countries via the ports of Madras, Cuddalore, Pondicherry, Negapatam, Calicut and Porto Novo. About 75,000 gallons of groundnut oil is annually exported from Cuddalore, Dharmashekodi, Calicut and Cochin.

Cocconuts.

In the districts covered by the South Indian Railway there are nearly five lakhs of acres under cocconut, chiefly in Malabar and the Anjore Dist-



Cocconut Grove.

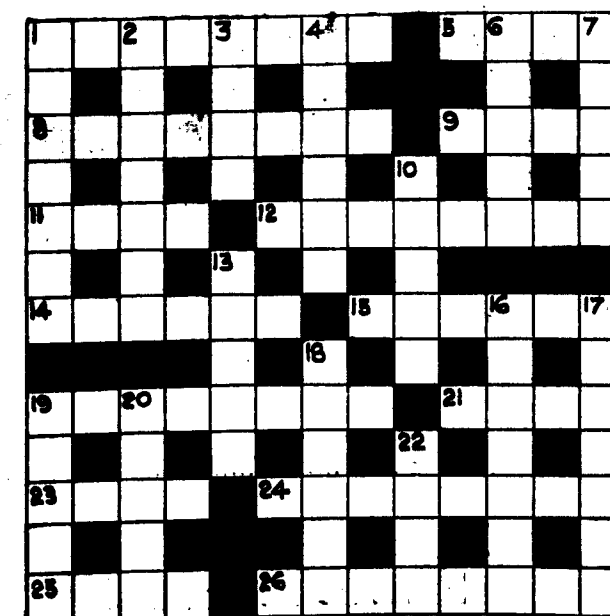
icts. About 1,200 million cocconuts are produced in the districts covered by the South Indian Railway. Besides this production 20 to 30 million nuts are annually imported from Cochin, Travancore, Mysore and Ceylon. From cocconut fibre, yarn, ropes, door mats, carpets, etc., are made.

Indian Pig Iron for America: Although the United States is one of the world's largest producers of pig iron, she imports considerable quantities from India because of the unusual characteristics of Indian pig iron which give it special value in the manufacture of steel.

CROSS WORD PUZZLE No. 9. (For Amusement only).

ACROSS.

- 1 A long sentence.
- 5 Minced oath.
- 8 Kind of well.
- 9 Greek letter.
- 11 May be of horn or metal.
- 12 Theatrical hand.
- 14 Loose coat.
- 15 Railways can't run without these traces.
- 19 Tremendous extent to give you carnage.
- 21 Palindromic coin.
- 23 This sailor can give a screw, a saucy fellow or a fish.
- 24 How odd an astronomical fish is really a bird.
- 25 Trick.
- 26 Loss.



DOWN.

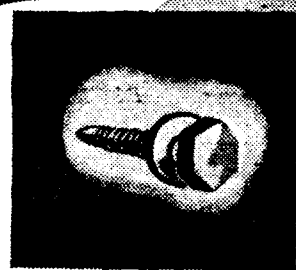
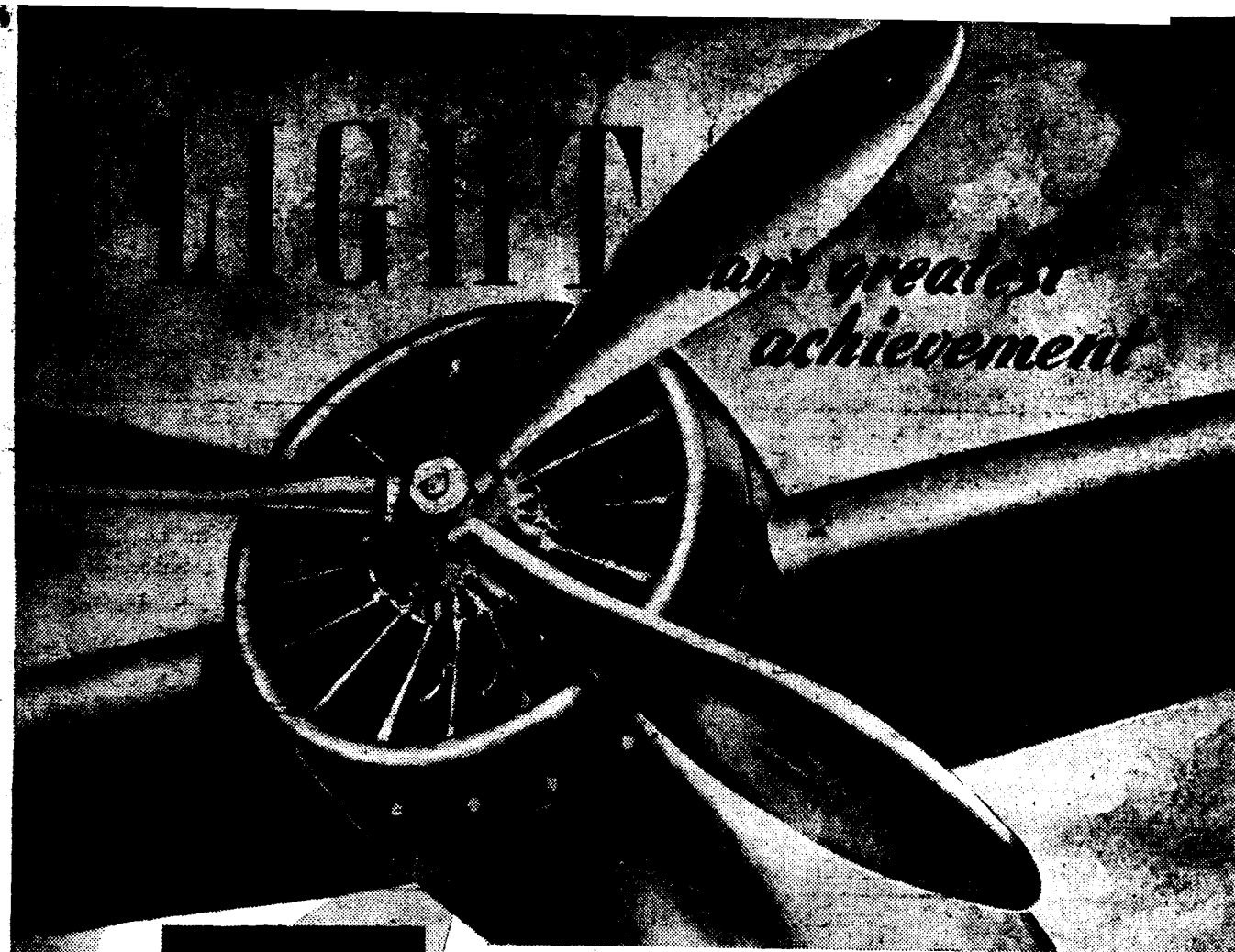
- 1 A Sovereign on his head makes him a tyro.
- 2 Appropriate.
- 3 Out of sight.
- 4 Sounds like additional relations but it is only a slight degree.
- 6 Flash.
- 7 Exhaust.
- 10 The thing written.
- 13 Fruit.
- 16 He must be this in the past tense before he can become this.
- 17 Bully.
- 18 Inhuman.
- 19 Talk big.
- 20 All right on the feet but not on the jaw.
- 22 Part of an Officer's equipment.

Answers to Cross Word Puzzle No. 8.

CRISS CROSS—4 Down and 6 Across.

Pastors—Masters.

DOWN. 1. Liana.—2. Stays.—6. Money.—7. Rough. ACROSS. 3. Skimp.—5. Array.—8. Anger.—9. Sugar. 55



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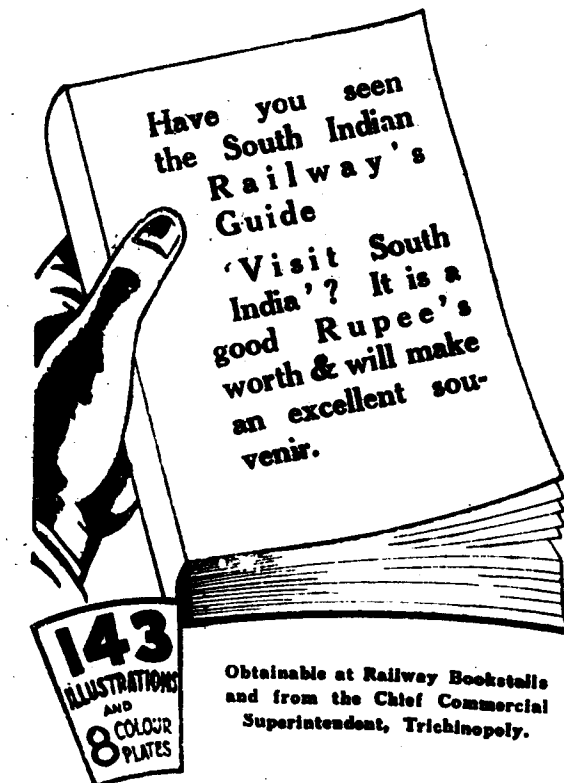
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Cochin is, admittedly, a land of beauty. It has a rich variety of splendid scenery, the like of which few places in India can boast of.

Its many miles of backwaters, alive at all times with picturesque craft of all kinds—from the primitive *vallam* laboriously pushed along by a long bamboo pole to the most modern launch driven by steam or motor—and fringed on both sides by ever-green groves of luxuriant cocoanut-palms, constitute a sight that is as rare as it is refreshing.

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
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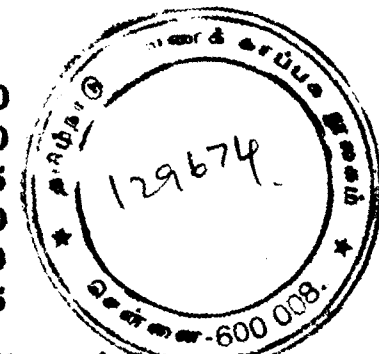
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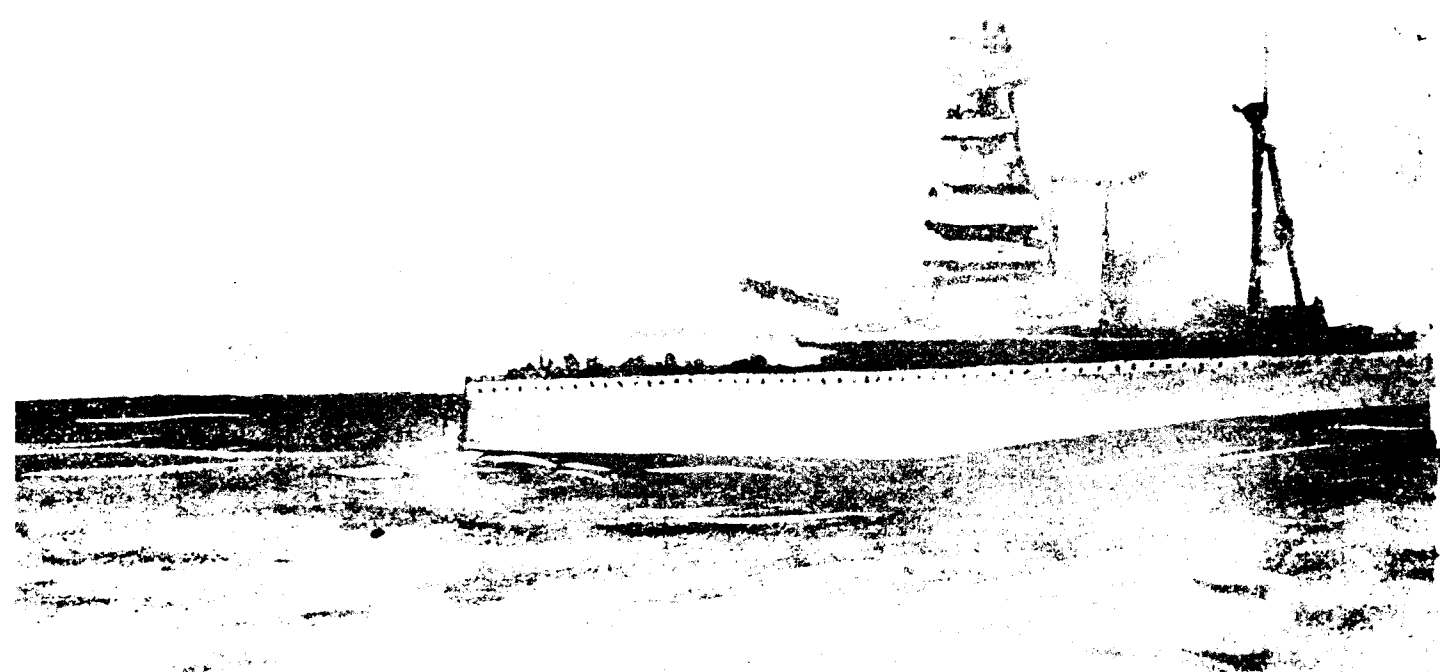
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A high-contrast, black and white photograph of a dense crowd of people, likely soldiers or workers, standing in rows. The image is heavily stylized, with strong vertical and horizontal lines, suggesting a military formation or a large gathering. The figures are tightly packed, and the overall composition is dominated by sharp, intersecting lines that create a sense of depth and movement. The lighting is harsh, casting deep shadows and bright highlights, which emphasizes the textures of the clothing and the density of the group. The image has a grainy, almost abstract quality, with the individual faces and features largely lost to the high contrast, focusing instead on the collective form and the geometric patterns created by the arrangement of the people.

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2 C^o
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