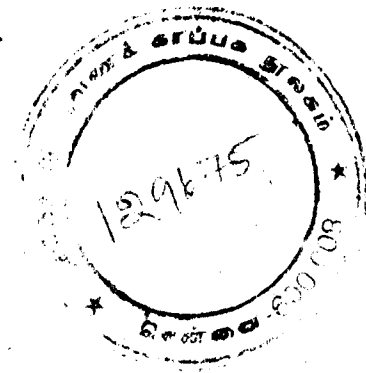


South Indian Railway MAGAZINE

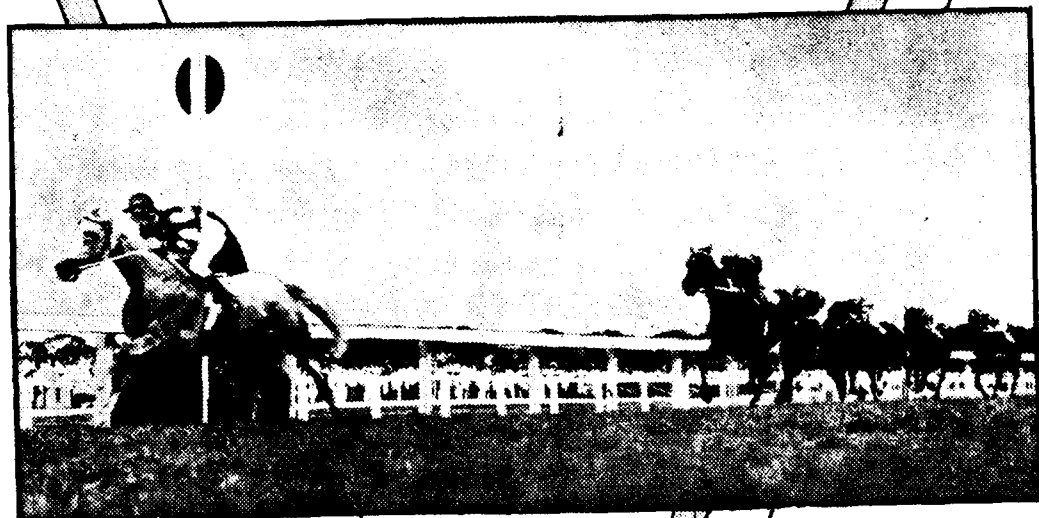


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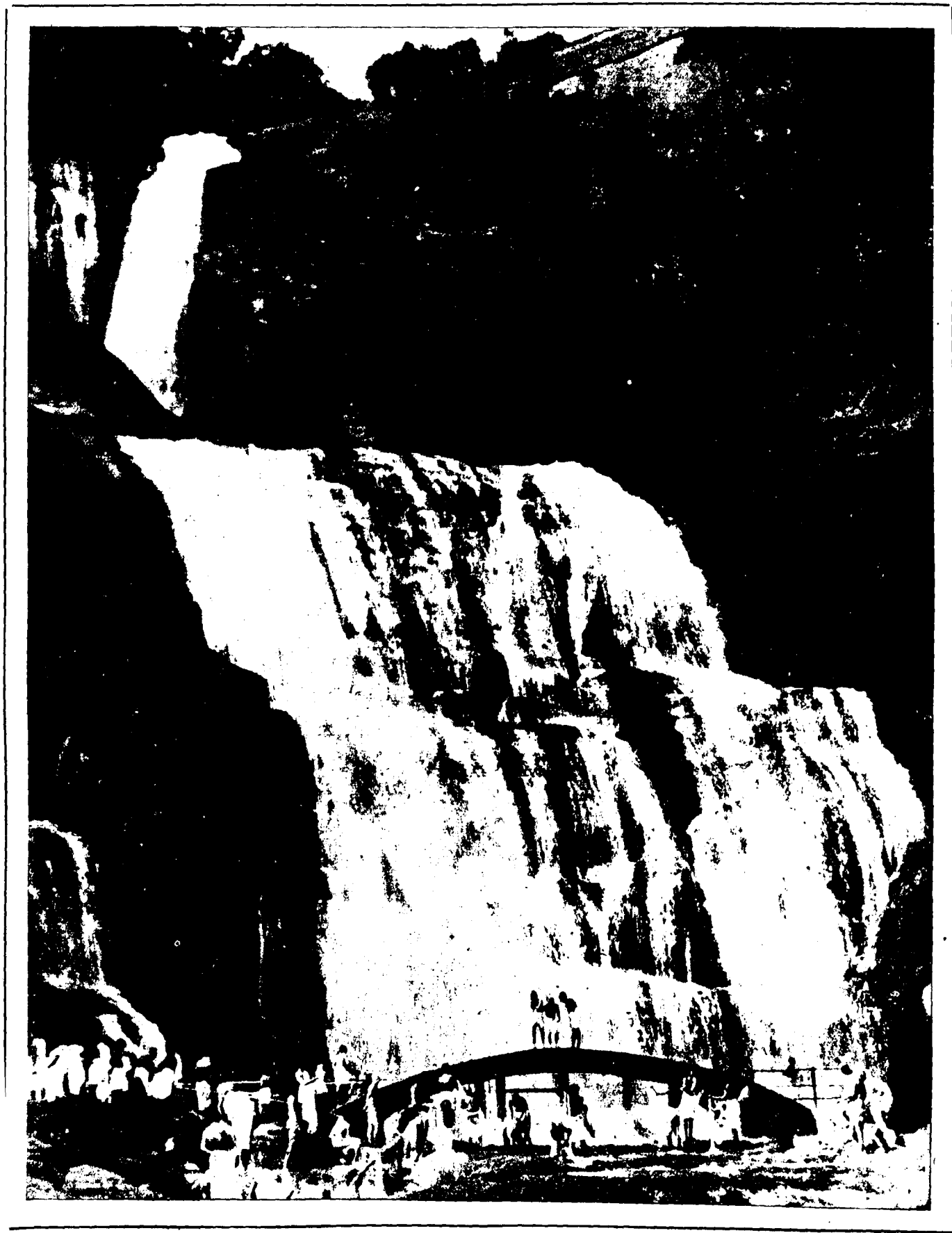
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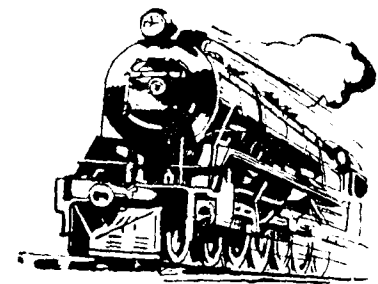
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SOUTH INDIAN RAILWAY MAGAZINE



APRIL

1942

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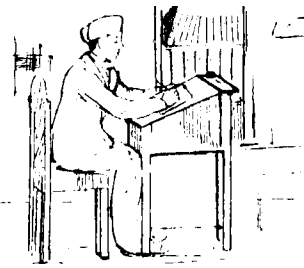


The Call to Victory.

Cover Design :

The Sacred Eagles, Tirukalukundram

(off Chingleput Jn.).



NOTES & COMMENTS

China Day

On the 7th of March, 1942 India celebrated the "CHINA DAY". United, the two Nations come together again to face the common peril that threatens Right and Justice in the world. As of old the great peoples of India and China will stand together with grim resolve to defeat the War Lords of Japan and help to create a New World based on Human Liberty and Human Dignity.

On Rumours

Science and intellect have combined to make modern wars more terrible and devastating than was ever imagined to be possible. There is no subtler weapon of modern war than propaganda which, science now helps to spread throughout the world with immeasurable speed. Our enemies are every hour attempting to undermine the morale of the citizen, by insidious propaganda based on half truths, distortions and veiled insinuations. The unwary, unless warned in time, may be easily misled to believe the unimaginable stories. It is the duty of every intelligent citizen to give the lie direct to such propaganda and check the alarmist rumours that proceed therefrom. On Railway platforms and in running trains, at home and while on duty dangerous rumours are spread. Railwaymen will be doing a great service to themselves and to the country by tracing such mischievous talks to their source and by dispelling them with intelligent explanations.

The Railway Position

The Hon'ble Sir Andrew Clow, Member for Communications in presenting the Railway Budget in the Assembly referred to "the phenomenal profits of the Railways which were more apparent to the public than their difficulties." The Railways have worked to maximum capacity. "Military traffic on an unprecedented scale, supplies produced at an ever increasing speed and the steady expansion of industries generally, together with the contraction

of alternative means of transport, have caused no little embarrassment to Railways. The public in judging of Railway capacity is apt to think in terms of wagons, but the supply of wagons is only one of the factors which may impose limitations and in many cases shortage of supply is due to limited operating capacity or inadequate power." The Hon'ble Member paid a handsome tribute to Railway Officers "who have shared the experience of their locomotives in having much harder tasks while their years increase." He expressed confidence that "the average speed of the rolling stock may fall somewhat; that of the officials will not if they can help it." He was prepared "to trust over a large field of administration those filling responsible posts and do his utmost to select men who merit that trust." Speaking of his three years' acquaintance with the Indian Railways he affirmed that "the House and the public have reason to feel general confidence in those holding responsible posts on our Railways." Railwaymen have no opportunity to advertise themselves and they can only hope that they will be judged having due regard to the increasingly arduous and complex tasks that face them in the future and intensity of their devotion and skill which they have always displayed in the discharge of their duties.

An Appeal

The Transport situation created by the war has placed a heavy strain on Railway resources, and it is anticipated that Railways may very soon be called upon to work under even more difficult conditions. The movement of essential traffic such as foodstuffs, military and industrial supplies and equipment involves the running of a large number of additional Goods Trains. Railways being the main lines of communication are compelled to conserve and economise their resources if they are to serve national interests efficiently during the war. In order to achieve this it is imperative that all non-essential

travel and traffic should be reduced to the minimum. Passenger Train Services have been curtailed and may have to be still further reduced. The general public and the trading community in particular can assist the Railways by restricting 'travel' and helping them to load and unload wagons quickly. It is hoped that the public will wholeheartedly co-operate with us and help us to render efficient and effective service in the difficult days which lie ahead.

Our Destiny

A French Philosopher has observed :—

"The disequilibrium which we observe to-day at the base of contemporary society is occasioned by a disquieting backwardness in the sciences of Man which should give him power over himself, as compared with the sciences of Nature which in three centuries have given him power over things."

Human culture is but an evolution of man towards his emancipation. Material benefits do not exhaust man's desires. When he has secured them he aspires to higher things of purely spiritual satisfactions but these are dependant on freedom. In fact he feels that freedom is the sole avenue to even material benefits. Freedom and human culture are one and the same thing but yet these two vital factors are now extinct in many lands. Human destiny is at the cross roads. New ideologies proclaim that some have a right to deprive other races of

We have pleasure in reproducing below a letter of appreciation from Her Excellency Lady Hope to the Principal Medical Officer, Golden Rock regarding her visit to Golden Rock on the 28th November, 1941.

GOVERNMENT HOUSE,
MADRAS.

1st December, 1941.

DEAR DR. MANSON,

I do want to thank you again for arranging the St. John Ambulance Brigade parade for me. I did so enjoy meeting all the members, and thought that it was such a particularly smart turnout.

Also may I congratulate you once more on your Hospital? I was so very interested in it and should so much have liked to have stayed there longer.

their liberty and that man can and may dominate other men and that he even has the right to dispose of the lives of his fellowmen. It is not without significance that for thousands of years India has held aloft its culture and its wisdom through many vicissitudes. It has not been one long reign of peace in this land. Other nations and other races have coveted and challenged its peace and happiness. But Indians have ever defied the invading hordes and stood unmoved on its foundations of faith in God and the ultimate triumph of the Godhood in Man. In this hour of crisis Indians will again stand for 'FREEDOM', and defend their country to the last man. Railwaymen are in the forefront of the battle and it is certain that they will discharge their duties with bravery and stand by the Administration and the Country with loyalty.

New Year Honours

We congratulate Rao Sahib P. Govindaraja Pillai, General Staff Officer, on the conferment of the title 'Rao Sahib' on him, as a personal distinction.

Ourselves

We regret to announce that the publication of this Magazine will cease with this issue. This is due to circumstances created by the War and the pre-occupations of those in charge with other more urgent and important duties.

We hope it will be possible for us to re-appear very soon under happier circumstances.



Lady Hope watching a demonstration.

I always have been specially interested in Hospitals, and enjoy them almost more than anything else; the one at Golden Rock seemed so perfect for its size.

Yours sincerely,
(Sd.) GRIZEL HOPE.



SPEEDING DEMOCRACY'S VICTORY.

From Defensive to Offensive

Railway workers in India and Britain, throughout the Colonies, and in that great arsenal of democracy the United States of America welcome the change-over of the forces of liberty from the defensive to the offensive. As these lines are being penned, there come through, heart stirring accounts of the heroism of India's fighting-men on the Libyan front, and the prayers of all us go out on their behalf. But we are wisely doing a great deal more than praying. Railway folk are playing a most important part in backing up the armies in the field through their whole-hearted teamwork in keeping on the move guns and tanks, planes and ammunition, foodstuffs and supplies of every kind, while in the railway shops vital equipment of all sorts is being turned out to speed democracy's victory.

No words of mine could properly express the appreciation of those at home of the magnificent contribution to the struggle of India's fighters and transport workers. Far behind the lines though many of you may be, your labors are of the first importance in this titanic struggle of right versus might, and with the extension of the fight eastwards and southwards the imperative need for preparedness and action on India's part is only too clear. Your wonderfully beautiful and rich territory is coveted intensely by Hitler and his gang, but we know that never, so long as you have life, will you permit the butchers of Berlin to set foot on India's soil. Unitedly you are working for the overthrow of the aggressors: unitedly you will build up after the war a new India of which all may be truly proud. For the present, all minor questions must be shelved. The big thing upon which all must concentrate is the smashing of Nazism and all it stands for.

Gallant Russian Allies

Since my last letter appeared, hundreds of thousands of Nazis have been put out of action by our very gallant Russian allies, and a wonderful change wrought in the world war picture. Behind the eastern front, Russian railway men and women have risen to supreme heights in feeding and supplying with arms their fighting comrades, and we of the English and Indian railways are indeed proud to call such heroes of the "Iron Way" brothers and sisters. Behind the Russian front, we are building up a wonderful new supply line through Iran, where Indian and British railway troops and civilian experts have for some months been working day and night to expand the transportation facilities and rush through supplies to our allies. These supplies, increasing day by day, come from all the four corners of the globe - from Britain and India, Australia and New Zealand, Canada and the United States, where freedom-loving railway employees are working as never before to deliver the goods and feed the guns.

Locomotives and wagons, track materials and signalling equipment railways stores of every kind are pouring into Iran. You in India know how tremendous is the share in this job you have undertaken, and in Britain we are proud to have sent to Iran in record time a big batch of one thousand goods wagons, in addition to locomotives and other equipment.

Pulling together with a Will

I have just returned from a comprehensive tour of the home railways, and I can assure you everything is in fine shape, with employees of all grades pulling together with a will. Women workers,

of course, are everywhere, and they grow in numbers day by day. Your ticket is handed you by a smiling girl clerk, there are women porters on the platforms, female attendants serve in the dining and restaurant cars, women officiate in many signal boxes, handle freight, repair passenger and goods vehicles, drive delivery trucks, and perform all manner of useful jobs. Passenger and freight trains run well on time, and the passenger services are adequate for the traffic offering. Actually, passenger traffic is discouraged throughout Britain, and as I write there are announced further cuts in passenger services, and in the number of dining and sleeping cars on the road. World-famed passenger expresses, like the "Flying Scotsman" the "Coronation Scot", and so on, to-day have to take second place to freight traffic. Freight is everywhere "King of the Line", and very efficiently and very speedily are vital shipments of all kinds being handled up and down the country.

Some of the most remarkable work witnessed during my recent tour was that of the staffs in the big marshalling yards which form the key-centres of freight traffic movement. You will all be familiar with the useful work performed in these places in peace time, when everything runs like clockwork, and huge flood lights aid night working. In war-time, the conditions under which shunting and marshalling proceeds must be seen to be believed, and I certainly take off my hat to the home railway marshalling yard staffs for their splendid work these critical days. The severest lighting restrictions do not prevent our men keeping traffic on the move, and just how severe these restrictions are may be visualised when I tell you that, in many cases, when an air raid alert is in operation a whole night's work has to be got through by the light of shunters' hand-lamps only.

Quicker turn-round of wagons

All sorts of clever schemes have been devised to aid freight traffic working on the home railways. Two important plans now in operation are a campaign to encourage the co-operation of traders in the effort to secure a quicker turn-round of goods wagons: and the establishment of an Inter-Company Freight

Rolling Stock Control, charged with the responsibility of securing maximum user of the 1,250,000 goods wagons, 408,000 sheets and 219,000 ropes owned by the four group railways.

The Ministry of War Transport's drive to speed up wagon movement is known as the "Q for Quicker Turn-round Campaign", on the lines of the "V for Victory" effort. Posters and "stickers" are displayed at all the stations, and traders are having their attention called to the campaign by correspondence and by newspaper announcements. One of the big aims is to reduce the length of time wagons stand under load, and the results to date are extremely gratifying.

The establishment of the Inter-Company Freight Rolling Stock Control is a welcome move which promises to be of the utmost utility. It may be recalled that common user arrangements for goods wagons have been in force on and off since the last war, but the changed conditions now faced at home called for much closer collaboration between the various companies. All the old common user arrangements have been suspended, and replaced by a comprehensive plan under which every railway wagon in the country both company and privately-owned comes into a common pool, with the Inter-Company Freight Rolling Stock Control as the central co-ordinating authority.

At the present juncture, great relief is being secured in the home railway freight department through the employment of mechanical appliances of different types to cut out manual labour, or to supplement such labour as is available. Mobile cranes, mechanical horses, and fixed cranes of varying capacities are freely employed with the best results. There are electrically-operated elevators, specialised for miscellaneous goods, installed in warehouses and often coupled with spiral shoots: conveyors, of both the portable power-driven and gravity patterns: and general utility appliances, such as electrically-operated lifts, devices for the automatic recording of crane lifts, and stacking and piling plant of different types. Containers, too, are playing a big part in speeding war transport, and there seems a very rosy future for this form of movement after the war.

We have previously mentioned that almost all canvassing for traffic has ceased for the duration on the home railways. It is an affair of relatively little concern which particular railway handles any one consignment, so long as that consignment receives the speediest transit possible. So, too, has the work of the claims department been simplified. Agreement has been come to between the railways and some of their larger customers providing for commuted claims arrangements to save clerical work. One such scheme has been based on the average of three years' claims payments expressed as a percentage of the average of three years' carriage debit. Each month the trader concerned deducts the agreed percentage from the railway carriage accounts, and so a tremendous amount of time and clerical labour is saved both on the railway and in the office of the shipper. One would like to direct the attention of the Indian railways to the possibility of extending this arrangement on their own systems as a useful wartime measure.

A notable feat

In these letters I usually like to include a description of some striking wartime effort of home railway men, by way of showing how wonderfully one and all are sticking up to things, and offering real encouragement to my readers in India. This time I have chosen to tell you of a notable feat performed by employees at a big centre on the London & North Eastern Railway in saving much valuable food in a heavy air raid.

The official record tells how high-explosive and oil bombs, dropped by the Nazis, fired a large railway warehouse in which considerable quantities of food-stuffs were stored. The railway fire prevention squad, despite injuries from glass and debris, brought their hoses into action within a few seconds of the first bomb falling, but the fire was beyond their control from the outset and the local brigade was summoned. The agent in charge of the station was quickly on the scene, and realising that nothing could save the warehouse, he called for volunteers to take a shunting engine into the blazing building and draw out wagons of fruit, vegetables, sugar, margarine and jam. The agent himself and a shunter coupled up the wagons, and in a very short time 70 to 80 trucks were rescued from the building and adjoining sidings, only those which were imprisoned by falling masonry being left.

While these operations were under way, many of the staff had rushed from their homes to render all the service they could. Some of these men, led by a motor driver and a loader, descended to the basement and man-handled a number of the company's motor vehicles through a road tunnel to safety. Before all the vehicles could be removed, the whole front of the building collapsed into the basement and blocked the tunnel entrance, through which alone road access was possible. The number of vehicles saved, however, enabled the early morning deliveries of fruit and vegetables to be maintained.

In the early hours of the morning, a conference took place between the railroad and government local officials, to draw up plans to deal with the traffic arriving during the night for early morning delivery. Certain routes were blocked by bomb craters, but alternative railheads were arranged, and the necessary diversions of trains, motor vehicles and staff were quickly made, markets being supplied as usual. When dawn broke, further salvage was undertaken in the basement of the warehouse. It was not long before cases of hams, condensed milk, confectionery and similar commodities had been brought to safety by the railway employees, assisted by troops. Temporary cables were laid from the sub-station to enable one of the wagon hoists serving the basement to be brought into use, and railway-owned A.R.P. trailer pumps were able to keep down the level of water. The wagon traverser, several inches under water, was worked laboriously by hand. In the end, every scrap of food that could possibly be got out was retrieved, while valuable road motors and railway wagons were saved.

I have been glad to give you this story in some detail, because it is so typical of the heroism and ingenuity of home railway men these trying days. Removed as you in India are from the battle front and from enemy bombing, it is not easy for you to truly realise just what magnificent fellows these home railway men are proving themselves. It has been officially announced that, up to October last, some 280 home railway employees paid the supreme sacrifice as a result of enemy action, while some 1,500 men suffered injuries. Heroes, indeed, were those, and true heroes are all the half a million men and women who loyally and determinedly continue to serve the railways during these hectic days. We know you in India will feel it a rare privilege to aid to the utmost such gallant colleagues.



A HOBBY OF HEARTS.

(By Arthur Lamsley).

John Marle, a wealthy family doctor with a big practice in Muncaster, spent much of his leisure time studying diseases of the heart. His wife accused him when he spent too many evenings in the surgery of "making a hobby of hearts."

Yet Dr. Marle, with his considerable practice, found time to serve the City Hospital, as well as occasional calls at the Local mortuary.

The latter place was visited in off-duty hours, generally when, needing exercise and dismissing his chauffeur, he walked home in the evening. He never stayed long; a few minutes' chat with Jake, chief attendant, was all he required. If Jake came up smiling: "Got one," Dr. Marle knew his luck was in again. He chatted a few generalities with Jake, accepted the small brown paper packet, shoved a large silver coin in the man's hand as an unofficial recognition of a little unconventional service. Then with a cheery "Goodnight," walked home briskly to join his wife at dinner.

On occasions when he had been successful with the attendant, John Marle always went straight to the surgery before greeting his wife. Wise woman, she never asked him what he had in the small brown paper packet.

On a particularly dark November night he called upon Jake on the way home from hospital and met the friendly attendant's beaming smile. "Got two of 'em this time for yer, Sir." Dr. Marle asked a few questions, took the slightly larger packet, and doubled Jake's silver reward.

He hurried away from the mortuary unusually elated because Jake had whispered in his ear something interesting about both victims.

Walking home mechanically, deeply obsessed with thought over a possible experiment, Dr. Marle was oblivious to his surroundings. The brown paper parcel had been placed in the small attache case he always carried.

On an almost black-out stretch of tree-lined road a burly fellow came out upon him from the shadow of a wall and demanded money. Any other occasion would have found the doctor in a less tense mood and his native generosity would have given the man the price of a meal and a shakedown. To-night, however, he was too deeply engrossed in meditation over the experimental research possibilities of the brown packet.

Dr. Marle told the fellow to go to the nearest workhouse, and started to move away. The beggar refused to be shaken off so easily. Aware of Marle's wealth he adopted a threatening attitude. The doctor, quick tempered when dignity was ruffled, pushed the fellow aside. A scuffle followed. An Old Blue, the doctor could use his fists and let Bill Croker have it good and hearty with several straight rights to the face. But in the struggle Bill managed to snatch up the attache case which had fallen from the doctor's grasp, and believing it contained something of value, did not stop to fight but ran away. He soon outpaced the less agile doctor who gave up the chase, and, with far greater reluctance, his attache case.

A few days later John Marle was called to the City Hospital on a heart case. The patient, a great hulk of a chap caught house-breaking, and when attempting to escape fell on to a garden wall, fracturing several ribs and injuring his heart.

The fact that Bill Croker—that was the patient's name was a burglar did not interest Marle in the slightest, but that he had a badly damaged heart was of profound professional importance. Week after week he attended the crook, and after three months, during which he operated twice on the fellow's heart, Bill Croker became convalescent. Another month and the crook was up and about the ward.

A day came when Bill appeared before the House Surgeon for discharge. At the same moment Dr. Marle walked into the surgery and found Croker being examined.

"Think you've successfully patched this man, Marle?" volunteered the House Surgeon.

John Marle merely smiled, a little triumphantly may be, and assisted his fellow surgeon with the final examination.

Better stop poaching and try the straight and narrow."

"Yus, Doctor. But it ain't all I wants ter say. I'se thankful for yer curin' me but, I want ter tell yer Doctor, that I didn't deserve yer kindness."

"Why, what do you mean Croker? It's my job to help cure everyone. I'm interested in heart cases like yours.



A scuffle followed.....the doctor used his fists to give Bill Croker several straight rights to his face.....

The House Surgeon told the fellow to re-dress and report for discharge from hospital.

Croker seemingly in no hurry to leave the two medical men, re-dressed leisurely. He hung about, and during every lull in the conversation made a shuffle as if to butt in. At last his courage gained the mastery. Coughing and clearing his throat he asked to be allowed to thank Dr. Marle.

"That's all right, Croker," rejoined the surgeon, "glad to have had the chance of fixing you up.

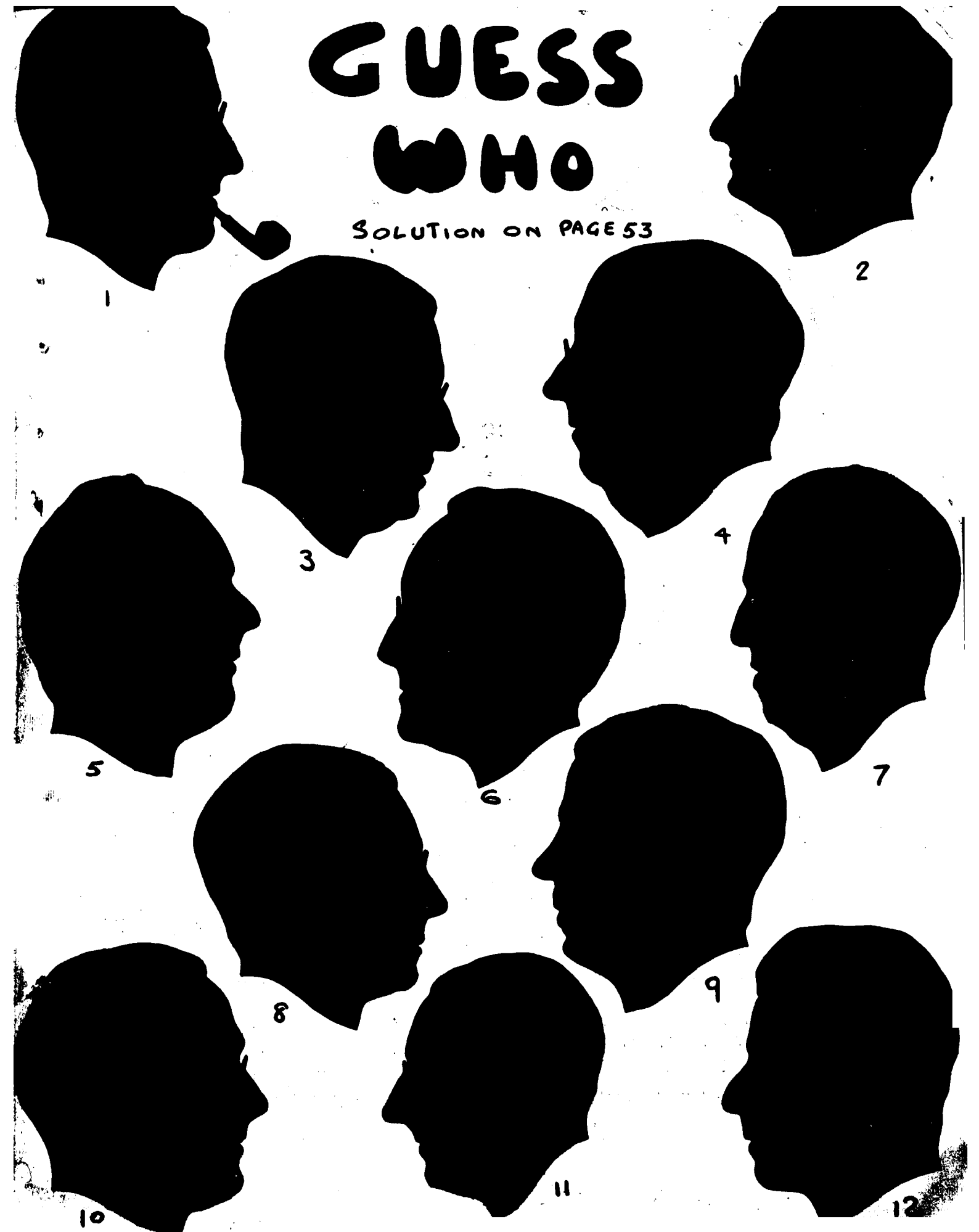
"Well, Doc, it's like this 'ere. I didn't deserve ter be 'elped by yerself. It was me as wot asked yer for the price of a meal that night in Grove Road. Yer remember we did a bit o' boxin'. Well, Doc, it was me wot stole yer little handbag in which yer carried yer supper."

The House Surgeon wondered why John Marle, always tense and professional, roared with laughter.

Bill Croker also wondered.

GUESS WHO

SOLUTION ON PAGE 53



THE CAPE.

GEOGRAPHICALLY CAPE COMORIN is the southernmost point of the mainland of Asia. In the continental race towards the equator some millions or billions of years ago, "the Cape" was beaten by three inches (on Bartholomew's map) by Asia's left arm (from the map's point of view), now known as the Malay Peninsula. But the pride that the peninsula excusably took in its achievement was reduced by the island of Sumatra that cut off the westward outlook

Dr. J. H. COUSINS.
Art Adviser, Government of Travancore.

(whoever Adam was) became the peaks of a picturesque mountain-range along whose base a motor road would substitute the jumpy journey by water across the strait, and promote the customs inspectors at Dhanushkodi and Talaimannar to the anthropological section of the Trivandrum Museum as specimens of past human types.

However this may or may not be, "the Cape" is "the Cape," and nothing but another throw



Day-break at the Cape.

of the peninsula to a point almost level with "the Cape," and allowed the latter to retain its sense of importance as, in fact, the point farthest south reached by the main Asian continent.

It may, of course, be asserted that the true southernmost point of Asia belongs to Ceylon. Geologically this would become true if the island could be raised some yards, and Adam's Bridge

of the axe of Sri Parasurama, who founded it in this manner, as legends say, can move it from its pride of place as the apex of the triangle (more or less) of India. It is true that the apex of a triangle, especially of the scientifically behaved ones in a text-book of geometry, is usually at the top. But it must be remembered that this position of apparent eminence is entirely artificial, and can be reversed by the simple expedient of turning the book upside-

down. The same can be done with "the Cape". Reverse the map, and Cape Comorin takes its proper place (as a patriotic Travancorean might claim) as the pinnacle of the sub-continent of India. In any event, whether at the top or bottom of the map, it can claim the distinction of being the nearest thing to an apex that India can boast.

Where the oceans meet.

Two other features mark Cape Comorin as unique. One of these features appears in every article on it in the original statement that it is the point at which three oceans meet: one of these oceans being a sea (the Arabian Sea, though how it became Arabian no one can explain, since the nearest point of Arabia is some nine days' voyage from "the Cape"), and another a bay (the Bay of Bengal, though how the vast area of water thus named could fit into the little piece of land called Bengal is a miracle beyond understanding). The third ocean is the Indian Ocean. Just at what piece of land at the Cape these three oceans meet has not been decided; nor is it scientifically described how the waters

of the Bay of Bengal do not get tired or lost on their long detour round the east and south coasts of Ceylon. The visitor who can find the triple meeting-place, and who will report what the three oceans do when they meet, will achieve considerable notoriety and a statue at the meeting-place. It may be suggested that a good way of pursuing this piece of marine research would be to stain the waters a different colour and watch where they come together; also to explain how, if the three oceans meet at Cape Comorin, two of them have already met at Dhanushkodi, as attested by images of the Gods of the Bay

of Bengal and the Indian Ocean in Rameswaram temple.

The other feature of "the Cape" is not so well known. Indeed I would not be surprised if it was mentioned in this article for the first time in history: to wit, that, since there is no land between it and the South Antarctic continent, it is logical to claim for "the Cape" the distinction of being a place from which one might see the South Pole if one's sight could be elongated and the curvature of the earth's surface could be rectified under the Indian Ocean.

Apart from the foregoing semi-scientific considerations (or whatever they are), Cape Comorin is so arranged as to give the visitor a realisation of the extra-



Pilgrims offering prayers.

ordinary amount of salt water that lies about the surface of the globe, and the queer whimsy of Indra Deva (the lord of the elements) in spilling vast quantities of apparently superfluous rain-water into an oceanic receptacle that is already full to the brim and sometimes overflows. From "the Cape" also

the full moon can be seen rising over the ocean, considerably enough in the evening when people are awake to admire it, and next morning can be seen setting over the ocean. The latter phenomenon is attested mainly by Indian visitors: those from beyond Asia are usually contented to lie abed and believe. Sunset and sunrise can be similarly seen.

The Rhythmic breakers.

At first sight Cape Comorin does not appear to belong to the category of immediately impressive natural scenery. It slopes modestly down to a rocky



Sunrise.

and islet edge where the vast waters break rhythmically in foam and noise among the rocks and inlets of the coastline. One has to go east or west of the Cape itself to come upon the cliffs and coves that satisfy the eye with variety and make a coastline appear worth while in being one. But there is some hunger for largeness in the human constitution; and the sensitive visitor returns from wanderings after local variety to the tremendous generalisation of sea and sky that "the Cape" enables one to gaze at with sufficient foothold on earth and a minimum of stony intrusion; and to respond to the call of the fluidic and intangible infinitudes of ocean and firmament from which response one has the double experience of physical minuteness in comparison with the surrounding magnitudes, and of imaginative extension far beyond the confines of personal life.

Both sides of the experience are exceedingly valuable ingredients in what may be called psychological medicine; that is, in contracting and expanding the mind and emotions, and thus preventing the narrowing and hardening of one's nature into either too small or too large an idea of oneself a process parallel to exercises for keeping the body supple and

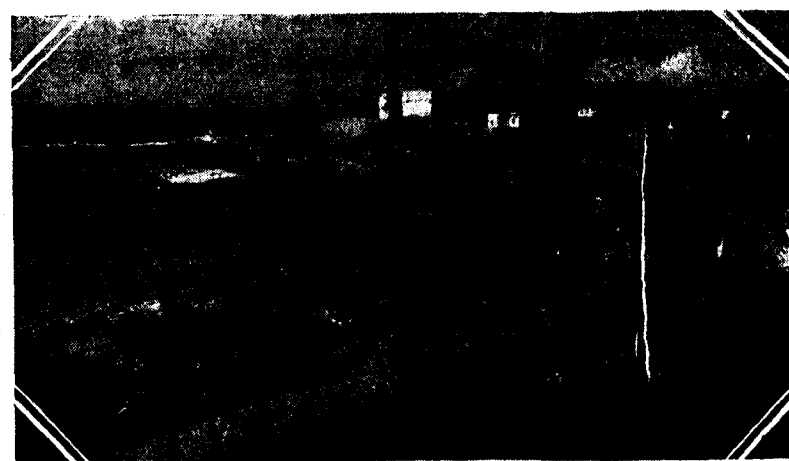
healthy. If these ideas seem irrelevant to this article, it is the Cape itself that is to blame, and anyone who doubts this may go and see for himself or herself.

The relationship between spiritual and physical health, on which Hinduism has laid so much stress, in its individual and group observances that add religious sanction to physical and mental disciplines, was given a large-scale application in the pilgrimages, national and local, that were laid as duty on all pious followers of the faith. Religion was served by visits to shrines in far apart places; physical well-being was involved

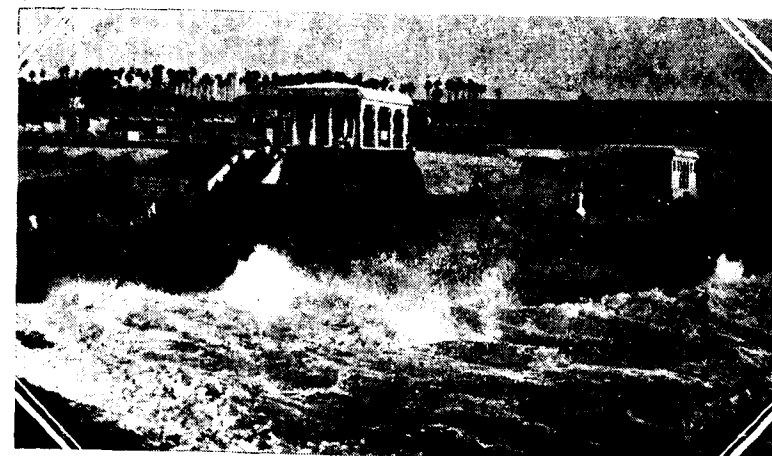
in the journeyings thereto; and the wise placing of the centres of pilgrimage among natural grandeur and beauty affected, perhaps unconsciously but none the less certainly, the aesthetical sensibility of the pilgrims.

The legend behind the Cape.

In these places of pilgrimage the temple of the Goddess Kanya Kumari has been included since time immemorial. It is referred to in literature so far back as the "Mahabharata." The beginning of its sanctity is told in the story of the creation of two *saktis* (Goddesses) by Visvanatha Deva (Shiva) at Benares to dispose of two troublesome demons. One of the Goddesses was Kanya Kumari,



The temple at The Cape.



Bathing Ghats.

who took up her abode at Cape Comorin and performed her part in the destruction of the demons. Thereafter it became an obligation on pilgrims to Benares to add the temple of Kanya Kumari at Cape Comorin to their journey. Reverence for the shrine was increased by the story of an intended marriage of Shiva, as enshrined at Suchindram temple, to Kanya Kumari. But the marriage was frustrated by Narada at the request of certain Devas (Gods), and Kanya Kumari remains in her shrine at "the Cape" an eternally virgin Goddess. These and other stories have been fixed items in the imagination of Hindu India for many generations. They are celebrated in local festivals; and by drawing pilgrims from all parts of the sub-continent have culturally influenced a country that otherwise, owing to geographical features, might have had to live its life in comparative isolation. As it happened, however, the infiltration of the classical Hindu culture (not to mention other cultures) into Travancore not only enriched the local culture, but carried the cultural influence of Travancore as far as the Himalayas.

To non-Hindu visitors to Cape Comorin, the temple of Kanya Kumari may present the external aspect of a fortress or a prison, especially as it is not of the type whose tall *gopurams* (towers) soar above surrounding walls and break their monotony. From

certain points a glimpse may be had of the handsome old-style *vimana*, or dome over the shrine. But within the walls the temple presents rich architectural and sculptural features; and the image of the Goddess, apart from its sanctity as an object of worship, is regarded as a masterpiece of beautiful craftsmanship.

A short distance from the Cape there is a small temple of remarkable beauty that can be seen over its surrounding wall, the temple of Guhanathaswami. Inscriptions record the building of the shrine and

mantapam at the end of the tenth century (A.D.). To these a hall was added in the eleventh century. For a thousand years the lovely little building, built of granite, has withstood the climatic conditions of its seaside location, and presents today a most attractive and instructive example of early South Indian architecture as distinct from the later Dravidian style in which the tall *gopurams* stand apart from the central shrine.

A place of attraction.

The famous Hindu temple of "the Cape" and its ceremonial incidents, such as sea-bathing for which special ghats, platforms and pools are provided, claim the major share of attention. But there are other interests that make Cape Comorin



Sunset at Land's End.

a place of attraction to people outside the Hindu community. In the year 1544 it is said that St. Francis Xavier, a Roman Catholic missionary who was canonised for his piety and religious zeal, travelled from the Cape to Quilon, spending three months on the way making converts and establishing churches. Since then, four centuries ago, the village of Comorin, though it takes its name from Kumari, has been mainly Roman Catholic in its population of fisher-folk whose primitive yet serviceable craft excite the admiration of the visitor by the bold and skilful manner in which they are manipulated through and over the breakers on the beach. The Catholic church of the village can accommodate a thousand people.

Other visitors, perhaps all visitors, look wonderingly at the rock to which Swami Vivekananda swam through the turbulent Ocean and on which he spent some time in meditation. Other points of interest on the way to and from Cape Comorin are the old fort of Vettacotta with its cyclopean stone walls, and the great Dravidian temple of Suchindram which is not only a centre of religious worship renowned through all India but is also a superb achievement of architecture and sculpture.

The Cape is far from railway stations on the Trivandrum and Tinnevely sides. Buses ply in both directions. The great new surfaced road from the capital, to the Cape makes travel from Trivandrum



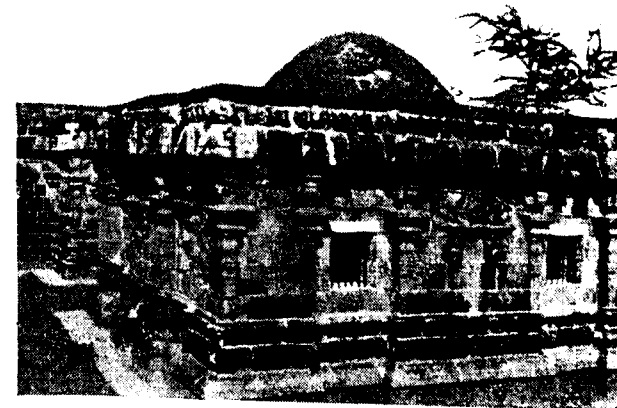
The Cape Hotel.

(which is the end station of the South Indian Railway on the south-west coast of India) a real pleasure. The fine buses of the Travancore State Transport Department cover the journey of fifty-four miles expeditiously through alluring scenes of nature and human activity. Difficulties of petrol rationing have to a considerable extent been overcome by the introduction of an alternative means of combustion.

Accommodation at Cape Comorin is as varied as the needs of its visitors, from the simple chatrams that house the masses who flock to it in its festival seasons, to the travellers' bungalow for the passer-by, and the Cape Hotel, run by the Government of Travancore, in which both Indians and Westerners who like to combine contemplation of natural beauty and participation in religious aspiration with physical comfort and pleasure will find all they desire.



A State Transport Bus.



Guhanathaswami Temple.

THE RAILWAYS GO "ALL OUT".

Since the outbreak of war in September, 1939, heavy demands have been made on all the Indian Railways and the switch-over from peace-time production to the manufacture of armaments, munitions and war materials was not easy of accomplishment; but the Railways have responded to the diverse demands made on them.

Gauges for the production of all classes of munitions were the urgent necessity. The Mechanical departments of Railways moved swiftly. Thousands of shell gauges, inspection gauges, and hand-grenade gauges have been pouring out of these workshops. In many instances, new tool shops have been erected at the instance of the Supply Department to give increased capacity for the manufacture and repair of tools, gauges, fixtures, etc., required in the manufacture of munitions, in addition to normal railway requirements.

Stream of Munitions.

From the railway workshops came high explosive shells, hand-grenades, fuse component bits and stirrups, tent poles, cartridge boxes, packing cases for gun cotton, axles and axle trees for gun carriages, field ovens, pick-axes, nuts, bolts, etc., for transport carts, instructional tank turrets, bayonets, rifle aiming rests, mathematical instruments, furniture, and the components of a host of other items. These have been followed by large numbers of motor bodies and armoured tractors turned out from Railway Shops and which are now in use. Items which had never before been attempted in any workshop, other than ordnance factories specially equipped for this kind of work, are now being produced by Railways.

Rolling Stock used for Defence.

A variety of rolling stock had to be converted for defence purposes. Dining cars, and passenger coaches have now taken shape as ward cars, kitchen

cars, and ambulance trains. Carriages hitherto in use on Indian Railways are now being used as kitchen cars by Indian troops overseas.

The assistance that is being given by the Indian Railways to the Defence Department is amazing. Locomotives, carriages and wagons of all types and classes are being supplied for despatch in large numbers. Conversion to a suitable gauge is being undertaken and the boilers of the locomotives are being adapted to make the use of oil fuel possible. To economise in shipping space large numbers of wagons are being dismantled and packed for shipment for re-erection at destination.

Workshops released for Defence Work.

As the pressure for mechanical engineering facilities developed, Railways stepped forward to assist and offered to release complete workshops. The capacity of all these Shops is now at the disposal of the Supply Department and valuable munitions of every class come in a steady flow from them. Not content with releasing valuable production units, Railways have strengthened their staff to ensure uninterrupted use of their spare capacity. Over 13,000 men in Railway Shops are busy on munitions work of one type or another.

Towards the end of 1940, the Railway Board was asked to supply large quantities of railway track for military operations overseas. As stocks of spare rails on the railways were limited it became necessary to plan for closing down branch lines to release the necessary quantities of track. The military demand was for type and weight of rail which fortunately India could supply and after obtaining the approval of the Provincial Governments, certain lines were closed, and the rails, and in some cases

bridge girders, signalling and interlocking material, tools, etc., were sent overseas.

Altogether Indian Railways in the course of a year have supplied some hundreds of miles of rail track, involving about 180,000 tons of steel. The work of dismantling branch lines has in some cases been carried out in record time as also the construction of the military depots in India.

Large steel construction.

In one large station, old buildings have been reconditioned and new structures built at a cost of about Rs. 3,00,000 for the accommodation of a large Army Clothing Factory, which is now turning out millions of garments so essential for the Army in the field.

A large tonnage of steel construction and erection work has been undertaken by the Bridge Workshops of certain railways to augment the supplies from the Engineering Industry. Steel hutting garages have been constructed and erected. Mass production methods proved so successful that a rate of progress of one hut a day was reached. Further, large military requirements included the fabrication of 100 open sheds. In addition, steel-framed workshops have been constructed and erected, while many large steel sheds fabricated by engineering firms have also been erected. All this work has involved the fabrication and handling of many thousands of tons of steel over large areas.

Conservation of Metal.

In order to restrict the use of raw material to an absolute minimum, the reclamation organisations which have been functioning for some years past on various railways throughout India have, since the outbreak of war, been extended considerably to enable reclaimed material to be yet more extensively utilised.

Sales of scrap material by auction have been almost entirely suspended. Conservation is being

Australia boasts of the longest straight railroad in the world. On the great Nullabor Plain this Railway runs straight like an arrow without a curve for more than 300 miles, probably the longest stretch of straight railroad in the world.

achieved by the strictest economy in use, utilising obsolete and scrap material by modification or conversion, intensifying the issue of substitutes and reducing demands to an absolute minimum commensurate with safe and efficient working. Useful tools, fittings, locomotive, carriage and wagon duplicates and many other items are being reclaimed on a more extensive scale.

Technical Training Schemes have been organised for training and distribution of skilled labour in connection with the war effort. The trainees come under the following categories: Fitters, draftsmen, machinists, millwrights, toolmakers, turners, welders, die sinkers, etc.

On completion of the training and after passing the prescribed trade test, trainees are drafted into the railway military units or sent to a civil and military training centre, or to the workshops of notified factories engaged in munitions production and other war work. Besides this training scheme, railwaymen are being trained in England under the Bevin Training Scheme.

Civil Defence Scheme.

The Railways are also participating in the Civil Defence Scheme, have provided Civic Guards from their staffs and are co-operating with the activities of the Indian Red Cross Society and St. John Ambulance Association. They are collecting voluntary funds for the war, and have given substantial donations to the Amenities for Troops Fund and towards the purchase of several fighter aeroplanes, ambulances, etc.

The Railway staff are encouraged to contribute their mite to the war savings schemes, such as Defence Savings Certificates, Defence Savings Provident Fund and Defence Bonds. The unanimity of purpose displayed by the Indian Railways is an indication of their grim determination to see through the job, of bringing the war to a victorious end.

There is no witness so terrible—no accuser so powerful as the conscience which dwells within us.

—Sophocles.

THE INDIAN NAVY.

"India is a large country with a large volume of sea-borne trade worth some Rs. 600 crores a year. There never has been a country which did not depend on a navy. A strong naval force is necessary to keep the seas open. This country has for a long time been Military-minded but not Naval-minded. India should have had a navy of her own long ago. I want to tell the 400 million people of India that the sea is worth while to India".

—Sir Herbert Fitzherbert, Flag Officer Commanding, Royal Indian Navy.

Naval exploits in the past.

The sea-faring activities of Indians may be traced back to even pre-historic times in the culture migrations across the oceans between the countries of Mediterranean and Western Asia and India and Archipelago. It is said that the ship in which Prince Vijaya the leader of the Sinhalese settlers in the Island, and his followers went over to Ceylon from Bengal, was so large as to accommodate all the 700 persons who accompanied him. The ship in which Vijaya's Pandyan bride was brought over from the mainland to Ceylon is described as being capable of carrying 800 passengers. In the Buddhist Jataka stories which have been current from almost the age of the Buddha (6th century B.C.) we read of ships, sailing from Broach and Supparaka (on the Bombay Coast), which were three-masted and designed to carry hundreds of passengers. We hear of these ships sailing to Swarnabhumi which was probably either Burma or the eastern coast country of the Bay of Bengal. These ships were constructed of planks sewed together with ropes and having well-rigged lofty masts and spacious sails. In the Stupas at Sanchi (second century B.C.) are found sculptures of small ships which are equipped with prows and sterns adorned with figures of animals. Representations of old Indian ships and boats can be seen in the cave temples of Ajanta.

Sculptures of early Indian ships are seen in the great temple of Borobudur in Java where Indian art was very closely followed. These depict scenes of Indian adventurers sailing out to colonise Java, in ships equipped with masts and sails. We have also ship-coins belonging to the later Andhra Kings of the Lower Deccan of the second century A.D. on which is engraved the device of a two masted

ship. Also we have fairly reliable evidence as to Japan having been reached by an Indian ship more than eleven centuries ago and that it brought cotton seeds with which cotton cultivation was begun in that land.

Naval revival in South India.

South India witnessed a remarkable revival of naval activity under the great Chola monarchs of Tanjore of the 10th and 11th centuries A.D., and more markedly under Raja Raja the Great (985—1013 A.D.) and his son Rajendra Gangaikonda (1013—1042 A.D.). The Chola navy extended the

Chola power even to the opposite shore of the Bay of Bengal into the kingdom of Sri Vijaya, into Kadaram and into other regions in Burma and the Malay Peninsula. One of the Chola inscriptions of the age tells us in very picturesque language of the conquest of "the whole kingdom of Ilam (Ceylon) in raging ocean (girt by the crystal waves of the sea)" and of "the countless old islands (about 12,000 in number) in the midst of the ocean in which conches resound".

In these times shipping was one of the main industries of the coastal regions of the land. Marco Polo, the Venetian traveller who visited the coast of South India about 1295 A.D. gives us interesting details of the construction of Indian ships. The ships that are employed in navigation are built of fir-timber; they are all double-planked, that is, they have a course of sheathing boards laid over the planking in every part. These are caulked with oakum both within and without, and are fastened with iron nails. The bottoms are smeared over with a preparation of quicklime and hemp, pounded together and mixed with oil procured from a certain

Rao Sahib
C. S. SRINIVASACHARIAR,
Professor, Annamalai University.

tree which makes a kind of unguent that "retains its viscous properties more firmly and is a better material than pitch."

Travellers' testimony.

Morco Polo saw in the Indian ports and elsewhere Indian ships of such a large size as would require crews of 300 men and would carry 6,000 mat-bags of pepper. These were propelled with oars; and each oar required four men to work it and also they towed smaller craft.

Mahuan, a Muhammadan China-man who made voyages to India in the beginning of the fifteenth century tells us that Calicut was then a great emporium of trade, frequented by merchants from all quarters of the world. Calicut is also described by the Persian Traveller Abd-er-Razzak who visited it in 1442 as being one of the greatest shipping centres of the world, where there was absolutely no room for dishonesty or corruption.

A European traveller of the fifteenth century informs us that the natives of India built ships larger than ours and capable of holding 2000 butts

with five sails and as many masts; their lower parts were constructed with triple planks. Some South Indian merchants of those days possessed more than 40 ships apiece, each of which was valued at 15,000 gold pieces. Indian and Burma teak was transported even to Mecca where the Turks utilised the timber for making vessels.

The Moghul Fleet.

The Mughals had an Admiralty department and a fleet. Bengal and Sind were great centres even in the 16th century of Indian ship-building industry. It was found to be cheaper for the Sultan of Turkey to have his ships built in India rather than in Alexandria. The Maratha hero, Sivaji tried to develop a naval power of his own and there were the members of the well-known Angria family against whom both the Maratha power and the English had to fight in the 18th century. We read of a great Mughal ship the *Ganj Sawai* which carried eight guns and 400 match-lock men. The Angria chiefs were at first admirals under the Maratha power and enjoyed the title *Darya Saranga*, i.e., master of the sea.



Indian adventurers sailing out to colonise Java.
(Reproduced from the sculptures of Borobudur).



Another sculpture of Borobudur.

The Nucleus of the Modern Navy.

For nearly two centuries and a half the East India Company's Government maintained a navy of respectable size and appreciable efficiency. A good authority on the subject declared in 1827 that "never was there an instance of any ship of the Bombay Marine (which was started in 1613) having lowered her flag to an enemy of equal force." This Bombay Marine was the nucleus and source of the Indian Navy and attained to respectable dimensions by the middle of the 17th century. It maintained a ship-building yard at Surat till 1735 when this work was transferred to Bombay. This yard built ships not only for the Bombay Marine but even for the Royal Navy of Great Britain. We read, "It is calculated that every ship in the Navy of Great Britain is renewed every twelve years. It is well known that teak-wood built ships last fifty years and upwards. Many ships Bombay-built, after running fourteen or fifteen years have been brought into the Navy and were considered as strong as ever."

The Company's Government helped to build up the Bengal Marine also, due in the first instance, to the necessity under which the Bengal Government lay of providing ships for transporting grain to Madras on account of the famine produced in the Carnatic

by the invasion of Hyder Ali of Mysore in 1780. Lord Wellesley testified in 1800 to the ship-building activity of Calcutta thus, "It is certain that this port will always be able to furnish tonnage to whatever extent may be required for conveying to the Port of London the trade of the private British merchants of Bengal."

Over 376 vessels were built in Calcutta between 1781 & 1839. The Indian Navy which was thus created by the Company out of the Bombay and Calcutta Marines took an active part in the First and Second Burmese Wars (1824-1826 & 1852) and in the first China War (1840-1842). It protected shipping on the coast of East Africa, in the Red Sea and in the Persian Gulf, and also helped the trading operations of Indian merchants with distant ports. In 1793 when the Indian Ocean was all but denuded of English men-of-war owing to the wars with Revolutionary France, three Indiamen co-operated in the capture of Pondicherry. Two years later seven Indiamen were bought by the English Navy and absorbed and equipped as ships of the line. Three Indiamen were present at the first capture of the Cape of Good Hope (1795).

Mr. C. R. Low, the eminent historian of the Indian Navy, speaks in glowing terms of the services rendered

by Indian Navy to the British Empire such as "the operations against the Joasmi pirates in the Persian Gulf, against the Beni-Boo-Ali Arabs in the Eastern islands preceding and during our occupation of Java at the capture of Kurrachee and Aden, also of the part played by the Service in the First China War, in New Zealand, at the siege of Mooltan, in the First and Second Burmese Wars, the Persian War, the occupation of Perim and Andaman islands, and finally of the services of the Indian Naval Brigades during the Sepoy Mutiny which have been quietly ignored by all historians and other authorities."

The Indian Navy to-day.

Unfortunately the Indian Navy ceased to exist in 1865 shortly after the assumption of the Government of India by the Crown. But its activities were however of no small import to the destinies of the Empire. During its years of activity the Indian Navy was seldom at peace and displayed their traditional heroism.

In 1830 the Bombay Marine came to be officially designated the Navy of India, a claim that was justified by more than two centuries of loyal service. But in 1863, five years after the assumption of the Government of India by the Crown, the Indian Navy was closed down. At 12 noon on the 30th April, 1863 the Indian Navy ceased to exist. "As the clock struck twelve, after the reading of the above order, a salute of eleven guns was fired from the battery at the Apollo Pier in honour of the Commodore's broad pennant; the Company's Jack the distinctive flag of the Indian Navy was then hoisted at the Castle flagstaff and saluted with twenty-one guns and as the boom of the last gun sounded it was hauled down, the broad pennant of Commodore Frushard and the pennants of all the Indian Naval

vessels in harbour were struck and the Indian Navy ceased to exist." Thus passed away the last vestige of power belonging to a service which has exercised undisputed sovereignty over the seas from the Cape of Good Hope to the Straits of Singapore.

From an account of the vessels that formed the units of the Indian Navy in 1858 it is known that seventeen out of twenty one war vessels were built in Bombay; eight out of eleven transports and tenders were similarly built in the Bombay dock-yards and out of twenty-six river steamers that formed the Indus Flotilla all except four were built in Bombay.

The Royal Indian Navy was inaugurated as a fighting force at Bombay as recently as in October, 1934. During the five years before the outbreak of war it built up a small but experienced body of officers and men for the protection of India's coasts and borders, trained in minesweeping gunnery, anti-submarine duties, communications, fishery protection and so forth. Its personnel has been expanded by more than six times and it has been reinforced by many modern craft. The Navy has not merely unceasingly swept the seas to guard India's coast from enemy and hostile action but it has been able to lend substantial forces to the defence of India's farther bastions in the Red Sea and Persian Gulf. New Naval Bases are being developed in the ports of Cochin and Vizagapatam as well as in the older ports of Madras, Karachi, Bombay and Calcutta and from each base the latest anti-submarine and mine-sweeping craft will shortly be operating.

At the present critical time it should be a matter of pride for all Indians to cherish the memory of the services of the Indian Navy in the past which should stimulate them to increase national activity in the future.

Time should not be allowed to pass without yielding fruits in the form of something learned worthy of being known, some good principle cultivated or some good habit strengthened.

—Samuel Smiles.

Beauty is the highest of all occult influences,
The quality of appearances that thin the sense
Wakeneth spiritual emotion in the mind of man;
And Art as it createth new forms of beauty,
Awakeneth new ideas that advance the spirit
In the life of Reason to the wisdom of God.

—Testament of beauty.

Winged Messengers of Mercy.

WINGED messengers of mercy have been saving life on every battle front since this war began. They are performing meritorious deeds and carrying out daring exploits wherever men face each other on a stage set for bloody battle. It may be in the fields, among the hills, in the valleys, or in the air, but wherever it is, the birds of the Carrier Pigeon Service can be relied on to get their messages swiftly to the base.

Pigeons are now on service with the South African forces, and large numbers are being trained for special messenger duties in the Union.

The Carrier Pigeon Service did great work in the last war, and they are maintaining their high record of endurance and reliability in this conflict. So far one has heard little about their gallant exploits, but there will be many stirring tales to tell when the war is over.

The modern homing pigeon has put up some remarkable performances and the birds used by the South African Corps of Signals Pigeon Service, are drawn from the best homing birds in the country. The pigeons are carefully selected and bred for their special qualities of endurance and speed, and many of them have been trained for release from aeroplanes flying over land and sea.

Stamina and Speed

The use of pigeons provides an extra margin of safety for the men of our armed forces on land, at sea and in the air, especially if the radio is silenced through enemy action. British flying boats on patrol over the North Sea and bombers operating over Germany and occupied countries use pigeons extensively as a means of sending important messages back to the base. America's pigeon service, which is a permanent institution and probably the best in the world, recently sent 3,000 specially selected birds to the allied forces in Britain, where a vast chain of pigeon services is functioning on a twenty-four-hour basis.

Pigeons now serving with the South African forces are able to cover distances of 500 miles on a clear day, and sometimes even more with wind assistance. They can travel up to speeds of a mile a minute, but weather conditions are always a deciding factor in regard to speed and distance. The South African military authorities are employing and breeding pigeons that can get through in almost any type of weather. They have three notable qualities—abnormal intelligence, stamina and speed. The bombers carry four birds at a time, which are placed on board in specially constructed baskets and are liberated by hand.

Pigeons were used so successfully in the last war that at the conclusion of hostilities there were 22,000 pigeons and 150 mobile lofts on active service with the British forces. During the four years of the war, a total of 110,000 pigeons were actually on service with our forces. In this, the second great world war, it is estimated that 500,000 pigeons are already serving with the allied forces on all fronts.

Owing to the use of radio and other modern devices, pigeons are to-day regarded as a last means of communication. But they are employed by all branches of the services and they still get through when every other means of communication has broken down. Errands of mercy are among their most important tasks and many airmen whose planes have crashed, and land troops ambushed by the enemy, owe their lives to the reliability of the homing pigeon. The South Africans in the Western Desert may yet find them faithful and trusty messengers in times of emergency.

Trained by Kindness

Methods of training pigeons have changed greatly in the last few years, and long hours and plenty of patience are requisites for the trainer. Where previously the birds were controlled by use of their instinctive return to the mate and sometimes by

starvation—forcing them to return to the loft for food—now they are trained by kindness.

Pigeon fanciers throughout the world have long realized that the homing pigeon is intelligent enough to do anything required of it, and a training method has been inaugurated to make the bird feel perfectly contented in the loft and to impress on it what is expected outside the loft.

The training of the birds begins when they are about four months old. They are placed in lofts by themselves and their first training consists of being placed on the loft landing board for a look at the surrounding country. As they grow bigger and stronger they are taken a short distance from the loft and forced to fly back. Sometimes they are trained to return to the loft when called by means of a sound which the birds associate with a "mess call."

When the birds are ready for long flights, they are equipped with leg or back containers. The container on the leg is very light and the messages are written on thin paper so that there is little weight.

The back container, designed for carrying maps and photographs, is held in place by a harness. The harness is very carefully fitted to each bird and the capsule perfectly balanced on its back. Loads of as much as three ounces have been successfully carried by this method.

Birds for active service in the field are transported in mobile lofts which become their permanent homes. They are allowed to mate in their loft. During preliminary training the loft is moved every day so that the birds become accustomed to looking for it.

They earned fame

Many pigeons earned fame during the Great War. The French awarded diplomas in the case of birds

Character is power—is influence. It makes friends, creates funds, draws patronage and support, and opens an easy way to wealth, honour and happiness.

deserving the Croix de Guerre or Croix Militaire. When Commandant Raynal was surrounded at Vaux, pigeons were at times his only means of communication with Verdun. His second last bird flew through a terrific barrage of enemy fire and was awarded the Croix de Guerre. His final pigeon, badly wounded, dropped dead as it delivered its message. This bird was awarded the Legion d'Honneur.

V.C. for a Pigeon.

A British pigeon was awarded the V. C. and its mangled remains are to be seen preserved in the United Services Museum in Britain. This bird was with the British forces at Menin Road in October, 1917, and was sent with a message from the front line to Divisional Headquarters, nine miles away, early in the afternoon. The bird was shot down by the enemy soon after it was liberated, lay out in the rain all night, but the next morning recovered sufficiently to struggle back with the message. The bird died on the floor of the loft before the officer could remove the message-holder from its leg.

"Cher Ami" was the favourite of the American Army in France, and officers and men of the American Carrier Pigeon Service never tired of relating her brave exploits. "Cher Ami" delivered no less than twelve messages of vital importance on different occasions—never once failing. The bird's last flight was a desperate one on the Argonne. She bravely got through and delivered her message, although one leg had been shot off and she was bleeding profusely. The message resulted in reinforcements being hastily sent to the assistance of a unit, which would otherwise have been beaten back with heavy loss of life and war equipment.

From a Johannesburg Radio Talk.

The door of mercy has hinges, and it may be shut, and then locked with the adamant key of justice.

—Dr. Raleigh.

The best part of our knowledge is that which teaches us where knowledge leaves off and ignorance begins.

—Oliver Wendell Holmes.

DRAWING MADE EASY.

CHAPTER III.

Figure Drawing.

Figure drawing is a subject which demands concentrated study to be able to understand it thoroughly. A knowledge of anatomy is essential if you want to draw the human figure well, but in this short lesson it is only possible for me to suggest more important points of anatomy so that I can start you on the correct lines to figure drawing.

The first important points to learn are the proportions of the body and its various parts. In any measurement we need a unit and in artistic anatomy the unit used is the length of the head from the top to the chin. The average figure is from seven to eight heads tall, the ideal figure being eight heads tall. Accepting the ideal we can divide the figure into eight equal portions and see where the divisions appear. This is illustrated for simplicity and you will see the top division is occupied by the head. The next division extends from the chin to the line of the nipples and the third from the nipples to just above the naval. The top of the hip bone and not the hip joint is in line with the naval. The elbow joint is just above this level. The fourth division extends from the naval to just above the fork of the legs and this gives us the centre of the figure. From this point the next division extends to the middle of the thigh and the sixth division from the middle of the thigh to the knee joint. The middle of the lowest quarter of the figure occurs just below the thickest part of the calf.

These divisions must be memorised, and to help you, try to remember the centre of the figure is just above the fork of the legs. The legs from the top of the hip to the heel is four heads and from the knee to the heel is two heads. The arm, from the hollow of the arm pit to the tip of the middle finger is roughly three heads. The distance from the top of the shoulder to the elbow is the same as from the elbow to the tip of the middle finger. The wrist joint is

level with the centre of the figure when the arm hangs by the side.

There are one or two important divisions with regard to the breadth of a figure which should be memorised. The breadth across the shoulders is two heads and across the hips one and a half heads. The waist in general is just over one head and the width of the neck about half a head. The distance between nipples is one head.

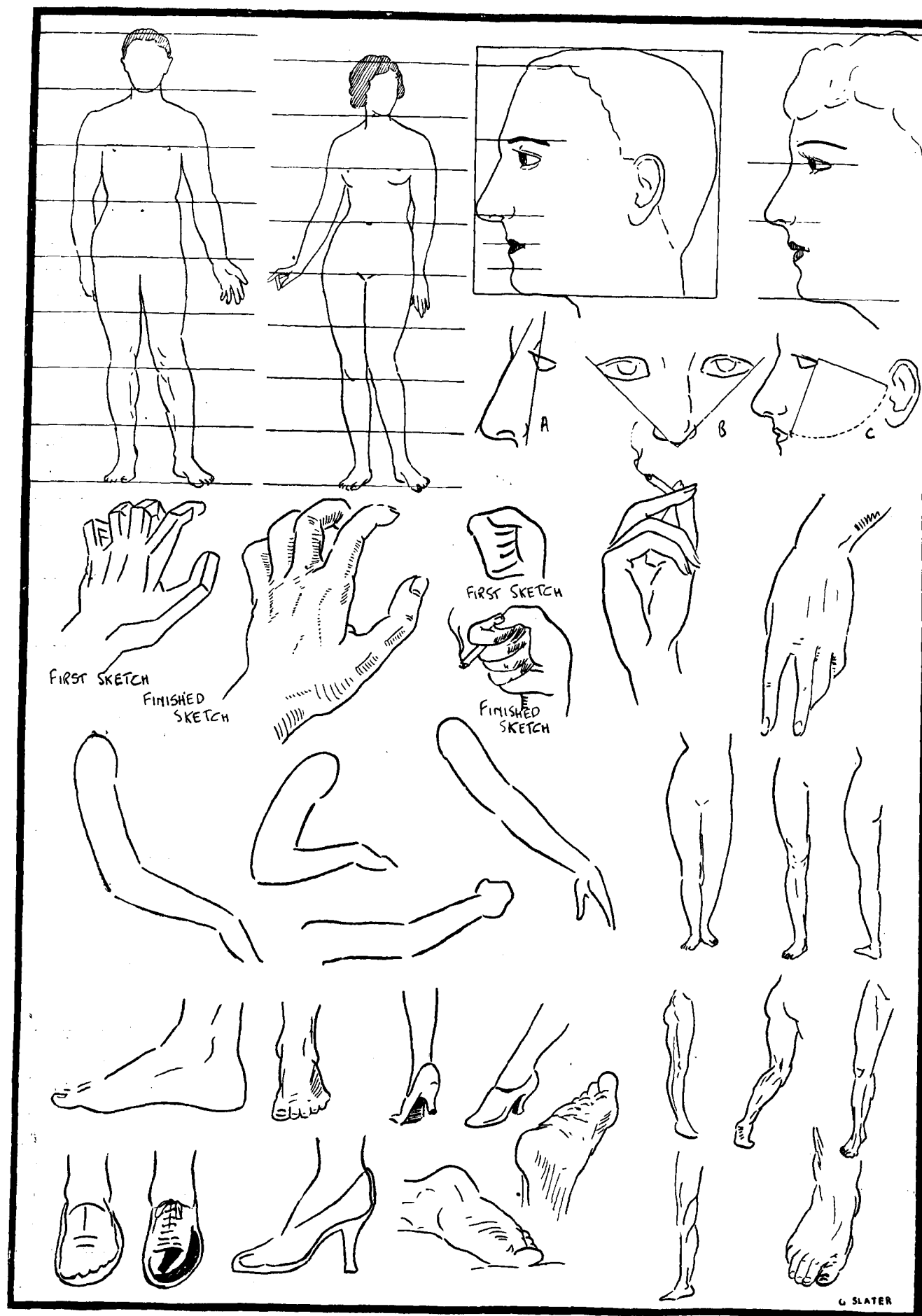
The bones of the female figure are smaller than those of the male figure but the proportions generally are the same. The main differences are, the head is smaller, shoulders and chest narrow, hips wider and the trunk slightly longer so that the centre of the body is slightly lower than in the male.

Mr. G. A. SLATER.

Proportion of the Face and Head.

So much for the proportion of the ideal figure. It is probably the face which appeals to the beginner and here again it is important to keep the correct proportion. From the top of the forehead to the chin the face is generally divisible into three equal parts, as I have shown illustrated. This method of division applies only where the hair does not fall low over the forehead. If the hair falls over the forehead and hides the upper limit it is better to place the eye half-way between the top of the head and the chin. The eyebrows are then added above the eyes and the nostrils placed half-way between the eyebrows and the chin. The mouth is generally placed one third of the way down from the nostrils to the chin.

One or two more detailed proportions may be of help. First note in sketch (A) how the line from the eye to the wing of the nose is not parallel to the line of the nose. In sketch (B) the outer corners of the eyes are joined to the tip of the nose and form a right angle. In sketch (C) it is shown how the distance from the corner of the eye to the front of



the ear is the same as from the corner of the eye to the corner of the mouth. This particularly applies to female heads, in male heads the ear is generally set a little further back. The ear is one nose in length and is usually in line with the nose. The face is five eyes wide, the distance between the eyes being the width of one eye. When drawing the head in profile it should just fill in a square the width of the head being the same as the length.

These figure and head proportions give you the ideal figure but cannot apply to everyone. They must however be used to work up to your final figure, if your model has a longish nose or a deep chin or long legs or short body your sketch should be altered accordingly only after the general proportion is correct.

The Arm and Leg.

The hand and the arm are interesting subjects to sketch. Commence with the simple lines on either side of the limb and do not linger upon details of form until the whole of the arm is built up. Different views of the arm yield different outlines but perhaps the most frequent positions are illustrated. The body of the hand presents four subjects for study, the palm, the back, the thumb ball and the little finger ball. The palm is in three parts the ball of the thumb, the base of the fingers and the ball of the little finger. The chief characteristics of the back are the tendons which are suggested on the backs of gloves. The thumb ball is shown by a line which corresponds with the thumb seam of the glove.

When drawing the leg and foot the same procedure should be followed as when drawing the arm and hand. Simple lines should be used to form the limb. The junction of the thigh and knee should be particularly noticed. The general shape of the foot is better obtained by covering it with a stocking. The details of the toes, ball and heel can afterwards be added.

Caricatures.

Drawing a caricature is like preparing a lobster. A good deal of experience is necessary to know

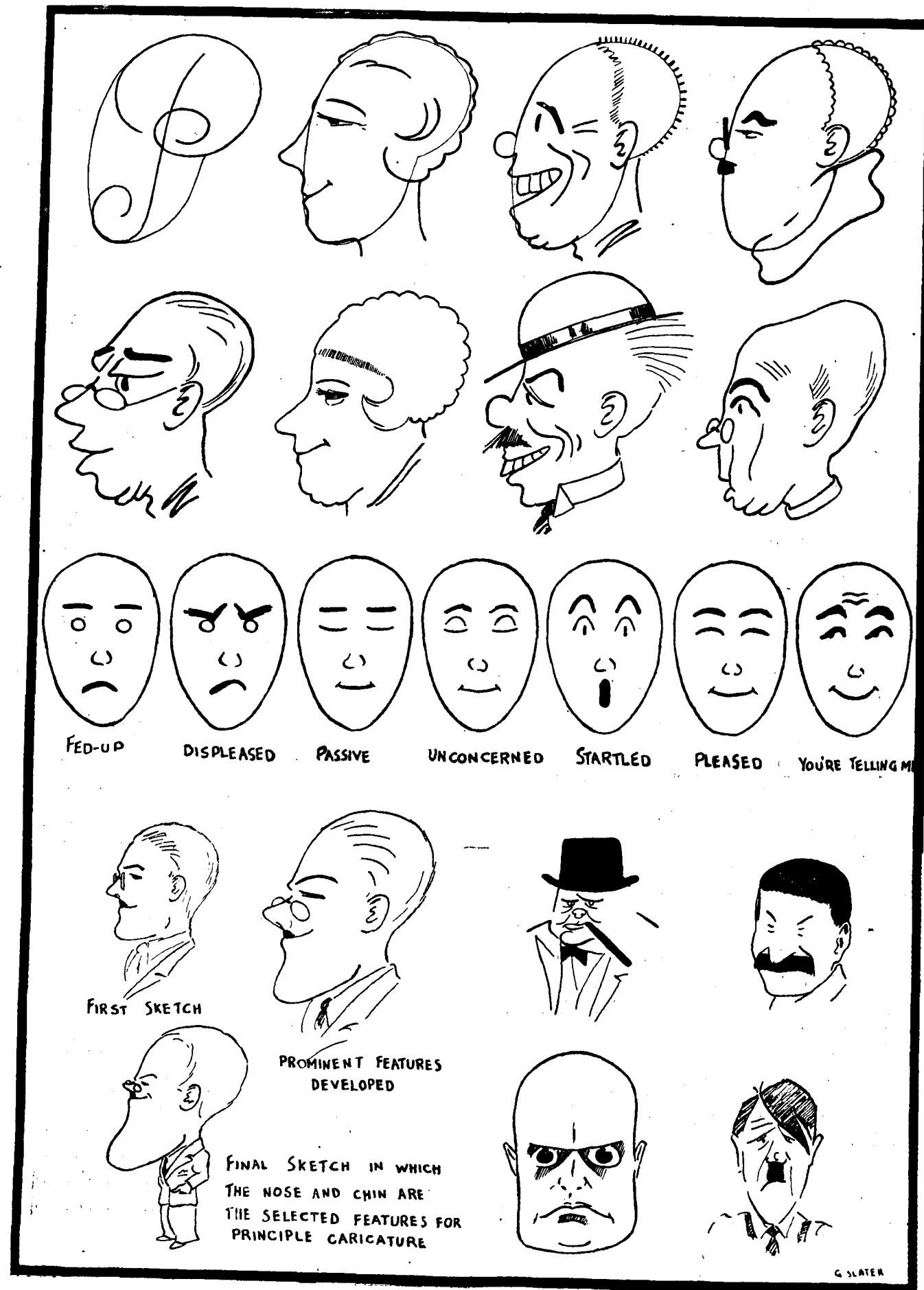
what is good meat and what is not and it requires skill to extract the meat when you have found it. The amount of meat in a lobster is usually small compared with the unwanted material. Similarly, a caricature consists of a few features and discards a great amount of uninteresting material.

Distortion is the essence of caricature—the outstanding features are grossly exaggerated. But it does not follow that a caricaturist is not an artist; he must be acquainted with the sublime before making it ridiculous.

Let us start from the beginning. The general formation of the head in profile can be taken as being similar to a script capital letter "P" such as I have shown. Drawing that letter should present no difficulty nor should the additional features which are added to give varying results. Draw these preliminary lines faintly so that when you have blackened in your required result they can be removed. A nose can be made to turn up or down, the upper lip slope out-wards or inwards and the chin to stick out or retire timidly. Note carefully the shape and position of the eye—they may be slits or goggles set high or low, forward or deep. The mouth may be large or small and the lips thick or thin.

The important features to watch for a full-face caricature are the shape of the head, eyes and mouth and the style of the hair. The latter exaggerated correctly will often give you the desired result. Eyebrows, too, can play an important part. Look at the illustrations of full-face sketches and note how eyebrows have considerably helped to produce varied expressions.

Study the caricatures of well-known personages in the world at the moment. Note how the shape of the face, eyes and mouth give the desired result. Note also how the hair or lack of it plays an important part in obtaining a true caricature likeness. The study of these caricatures will help you to decide on what lines to work. Study caricatures of well-known people in the newspapers; these also help you.



It is essential to carefully study a face before trying to caricature it. A complete mastery of details is necessary to enable you to render character and expression. Once you are satisfied this mastery has been obtained, decide which features are most prominent or noticeable and then go ahead with your drawing. If your first result is not satisfactory, try again and exaggerate some other feature which was missed in your first attempt. One recognized method of obtaining a caricature is to use a photograph of your subject. Take a tracing of the photograph on to tracing paper. Then take a second tracing from the first and exaggerate a feature you think should be caricatured. It may be necessary to do a dozen such tracings but carry on until you get a sketch which is satisfactory; it is bound to come.

It is sometimes possible to caricature a person not by studying features but by studying some peculiarity of pose or build. You can caricature hands and feet just as well as faces and it is often possible to get expression out of a hand or foot just as it is from a nose or mouth. In fact, in a full-length caricature, these features play an equally important part as does the face. Even clothes, a hat or walking-stick will help you but do not run amok; a few select features done well are infinitely better than too many done haphazard. What would a caricature of Charlie Chaplin be without his baggy trousers, large out-turned boots and stick or of

Mr. Chamberlain without his high collar and umbrella. A Tam O'Shanter and a particularly twisted walking stick suggest Sir Harry Lauder. As a triumph of elimination of unnecessary detail there is the famous caricature of George Robey showing nothing more than his eyebrows.

Caricature then is based on an apparently quickly sketched likeness of a person in which every feature differentiating him from other men is stressed and that which is common to other men is ignored. You will notice I said "apparently" quickly sketched. You will learn that really good "lightning" caricatures are very few and far between although an occasional lucky one does happen. Like any other kind of drawing you must "feel your way" with a pencil first and then ink in when the desired result has been obtained. Do not leave anything to chance or you will not be successful in getting the correct finished article. Don't let your sketch appear laboured and stiff; it will lose its freshness and appeal. Your final lines must be swift, inspired strokes if your caricature is to have a spontaneous and sparkling effect.

EXERCISES

- (1) Draw in correct proportion a nude figure in profile.
- (2) Draw a head in profile and full face.
- (3) Draw a caricature of the head in profile drawn in exercise 2.

Note:—Your sketches should be done on separate sheets of paper 10" x 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 them to the author.

Fellowship.

Never in his long and turbulent history has man needed a change of spirit in his dealings with his fellowmen as crucially as in the present Era of confused thinking and violent speech. What the world needs is goodwill and fellowship, tolerance and reason, and it cannot get them in the mass until it first gets them in the units.

Happiness.

Before we can bring happiness to others we first must be happy ourselves; nor will happiness abide with us unless we confer it on others. If there be a smile upon our lips, those around us will soon smile too; and our happiness will become the truer, and deeper as we see that these others round us are happy.

—M. Maeterlinck.



The Agent and General Manager opened the Victory Fair, last month at Tranquebar House.

OILS AND OIL SEEDS.

India occupies a unique position in that it possesses climates and other conditions most favourable for raising every known oil seed crop in the world. From the statistics available, the world production of oil seeds is estimated at about 33,450,000 tons, the share of India, the second largest oil seed producing country, being 9 million tons. The total world consumption of vegetable oils is a little less than ten million tons a year.

The Madras Presidency holds the first place when compared with other Provinces in India, as her share is about 50 per cent of the total production of oil seeds. The most commonly cultivated oil seeds in the Presidency are groundnut, coconut, castor, sesame and cottonseed. The area under groundnut in normal years is about 3,800,000 acres with a yield of about 1,750,000 tons but of late there has been considerable fluctuation in these figures, due to economic causes. The area under castor seed is about 300,000 acres with a yield of about 25,000 tons while the area under sesame is about 800,000 acres with a yield of about 80,000 tons. The acreage under coconut is about 1,000,000 which is inclusive of Cochin and Travancore and

the yield of copra (dried coconut Kernel) is about 300,000 tons. The total export of the major oil seeds from the Madras Presidency in normal times is about 470,000 tons of a value of about seven crores of rupees; these represent over fifty per cent of the All India figures.

Oils and fats are essential materials and used in the world primarily for edible purposes for over 5,000 years.

Methods of Preparation

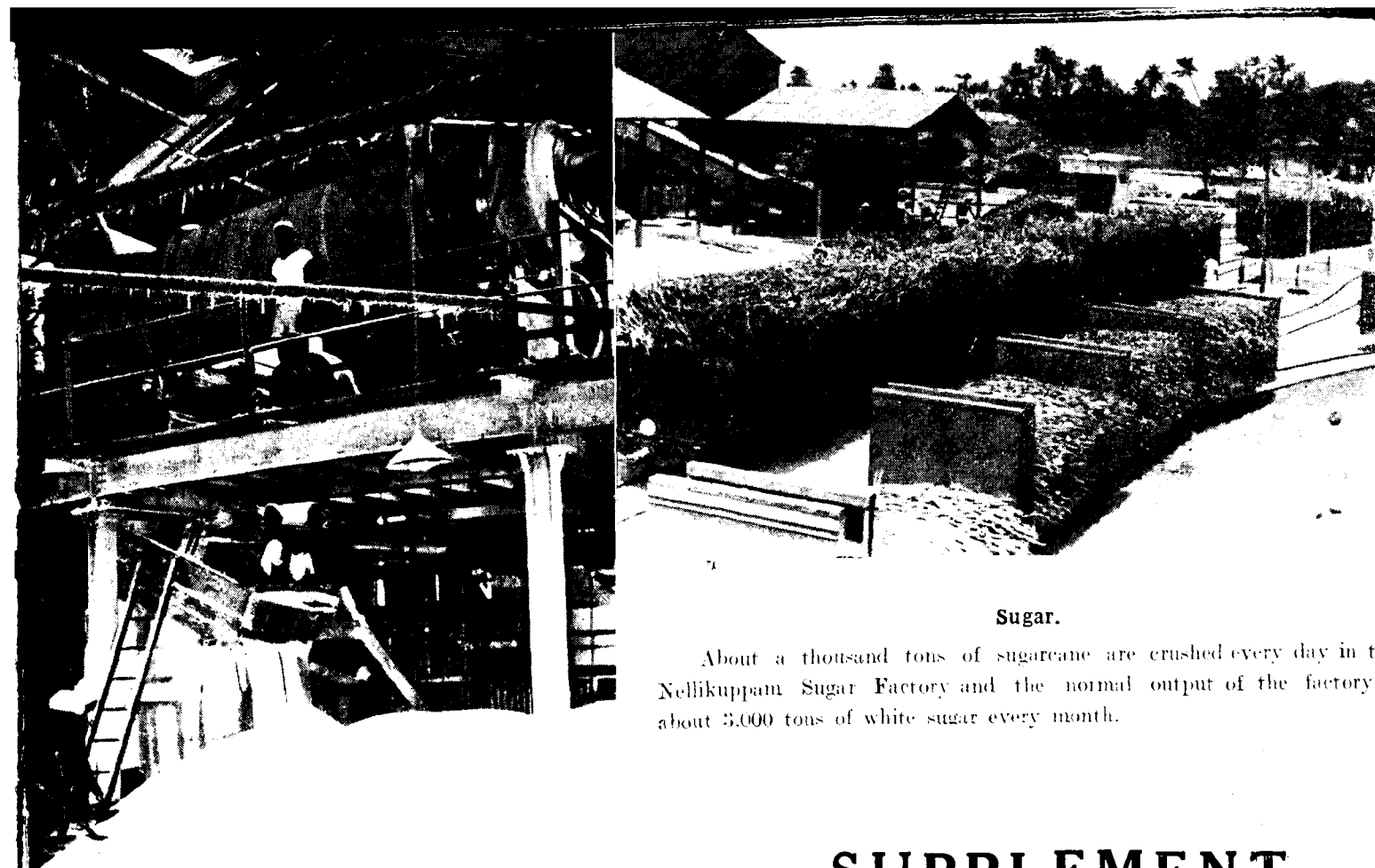
The principal methods of preparing oil from oil seeds are 1. Expression. 2. Solvent extraction.

Different types of machinery are in use, in various parts of the world, from the crude bullock driven country chekku found all over India to the latest high power Anglo-American Presses and Expellers installed throughout the civilised world. From a recent survey conducted by the Madras Industries Department, it is seen that the total number of country chekkus in this Presidency is 30,068 with a crushing capacity of 450,000 tons of seeds. The capital invested in these is about Rs. 16,60,000.

The country chekku is not so efficient as other modern presses. Some improvements have been effected in the method of construction and other essential details. Pinto Chekku is a great improvement on the country model, as this type is run by power and operating costs are also low. The quality of the oil is quite as good as that produced in the country chekku. Iron rotary ghannies are replacing country chekkus in various parts of this Presidency and elsewhere in India, as the yield of



An interior view of the oil-factory.



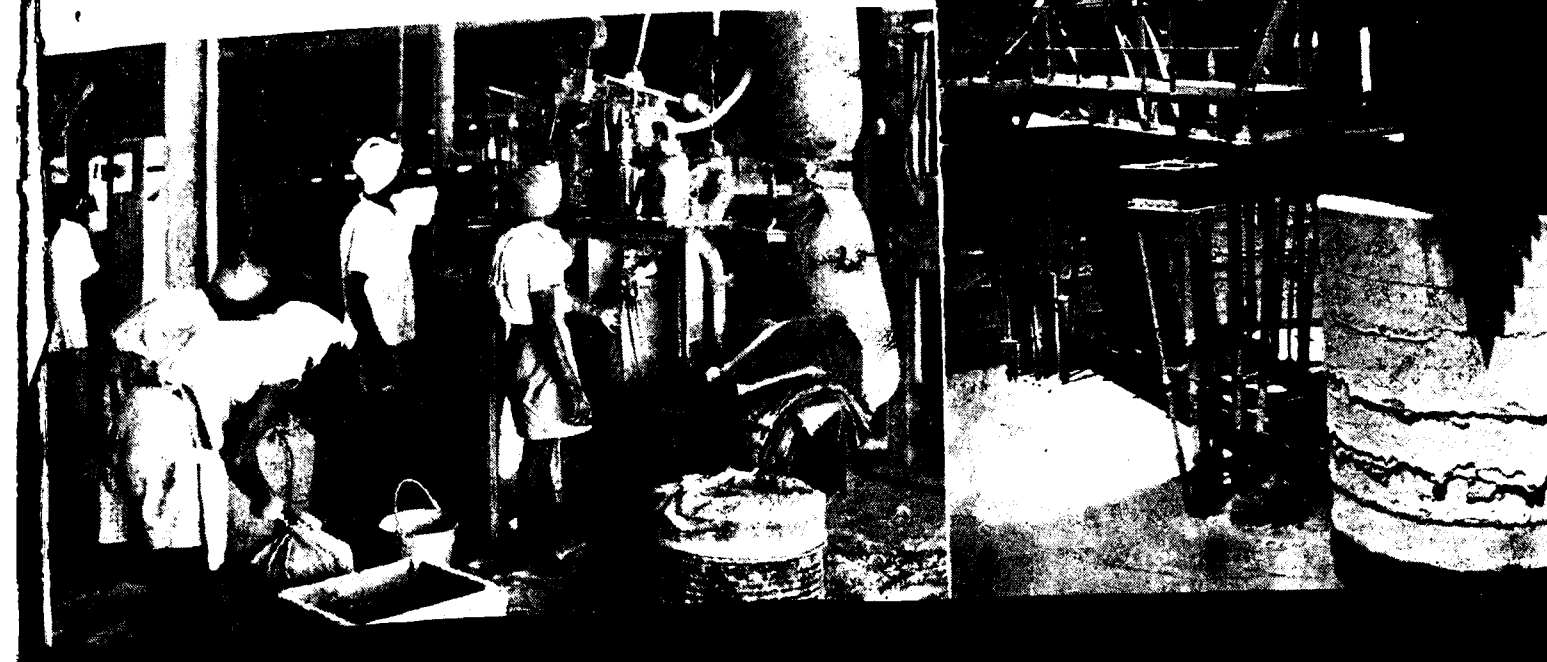
Sugar.

About a thousand tons of sugarcane are crushed every day in the Nellikuppam Sugar Factory and the normal output of the factory is about 3,000 tons of white sugar every month.

INDUSTRIES

Cement.

The Nilgiri Cement manufactured by the Associated Cement Company at their Madukarai Works has a great reputation in the market.

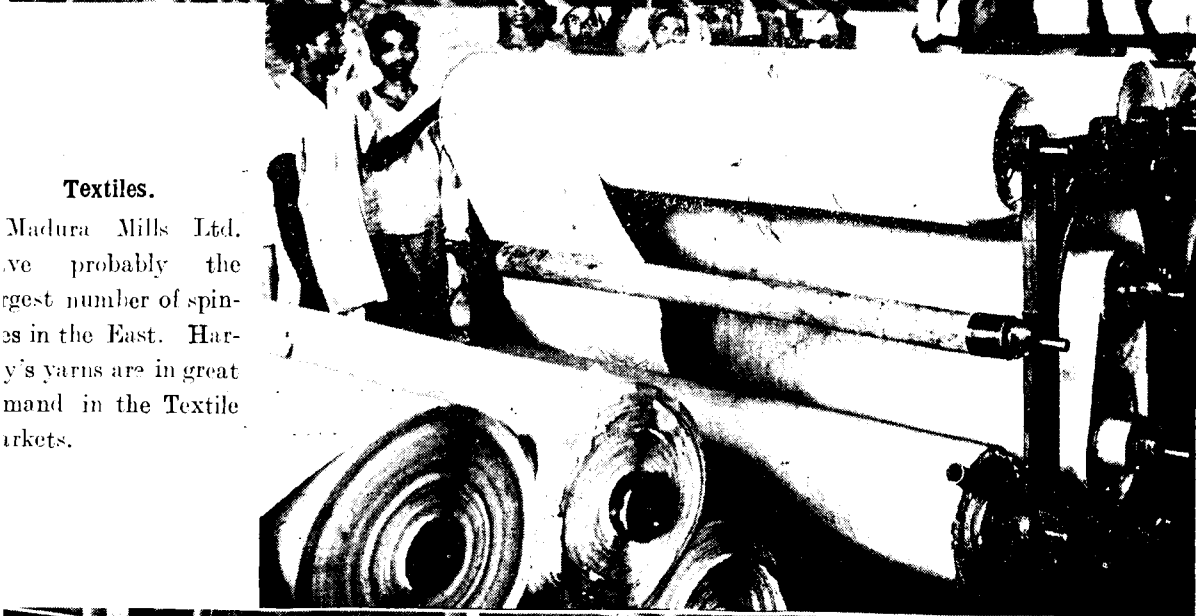


SUPPLEMENT.



Paper.

The abundant growth of reeds in the Travancore State provides raw material for the manufacture of paper in the Punalur Mills now under the management of Messrs. Harvey Ltd. The Mills at present manufacture brown, unglazed, badami and coloured papers.



Textiles.

Madura Mills Ltd. have probably the largest number of spindles in the East. Harvey's yarns are in great demand in the Textile markets.



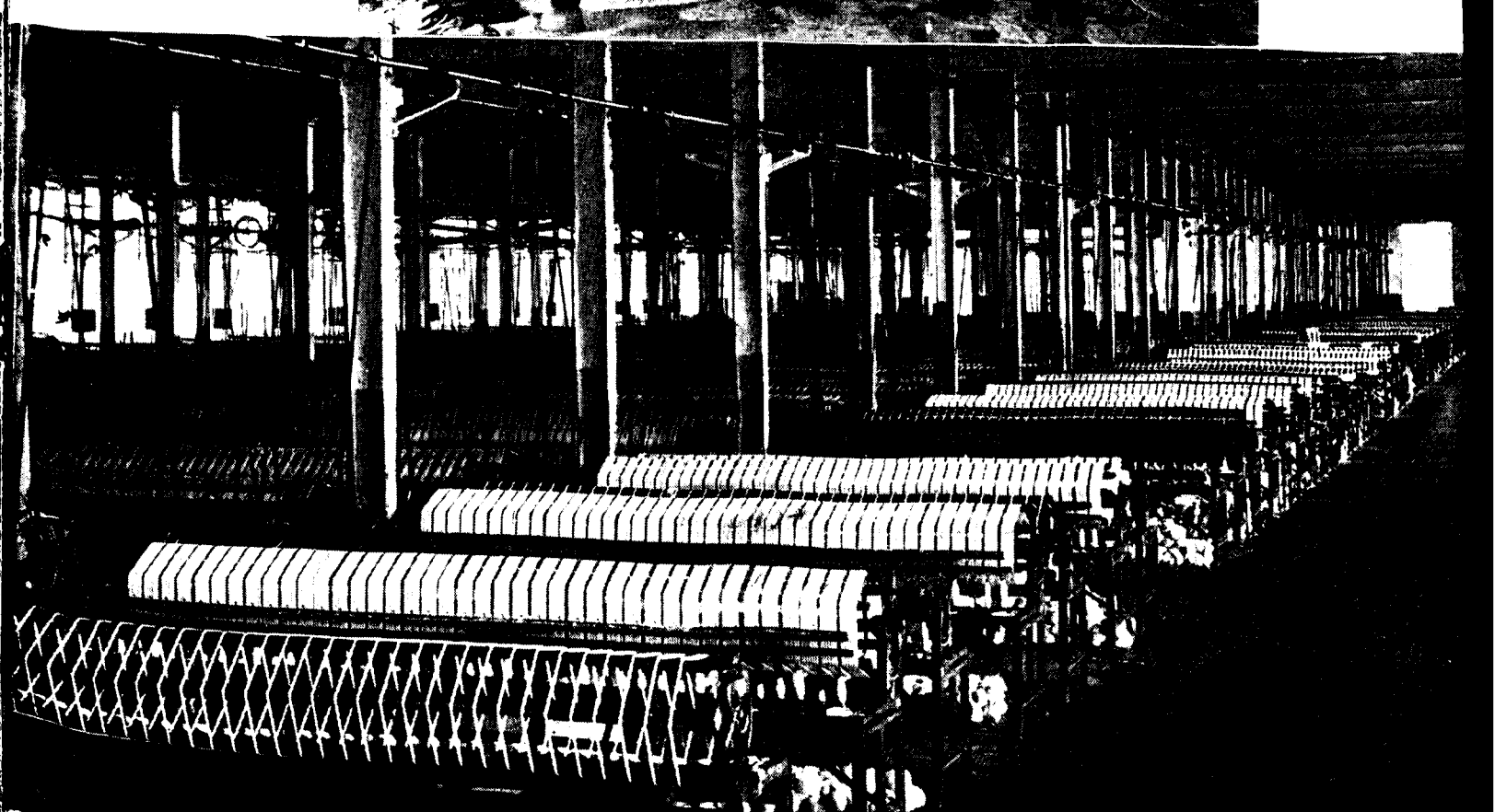
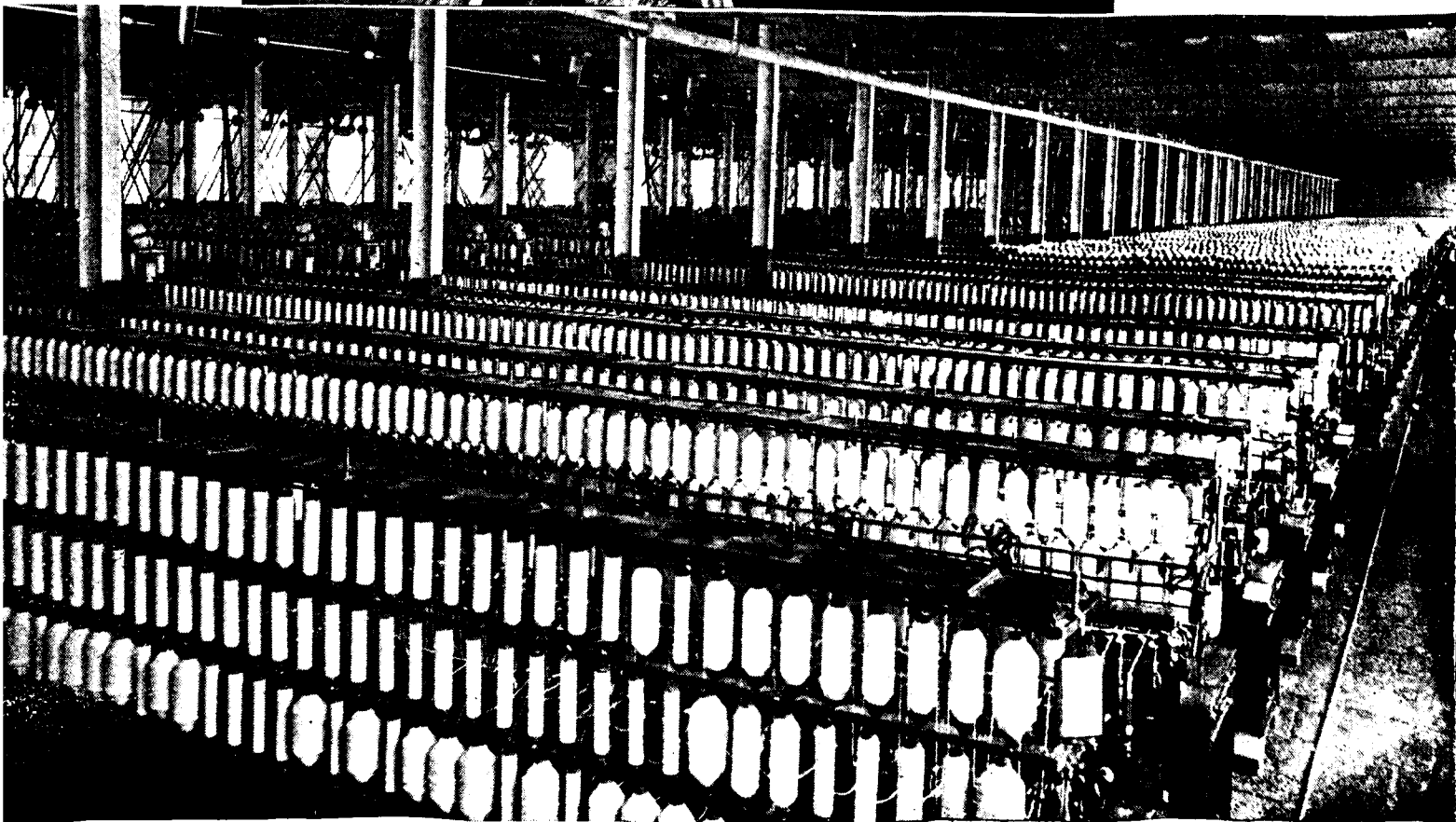
Ceramics.

From Travancore comes some of the finest China Clay in the world. The Ceramic Works under State Management manufacture many articles of excellent quality and utility, from drainage pipes to stationery.



Leather.

The Chron Leather Company, Chromepet, Madras, employs modern machinery and exports to all markets over 20,000 tons of tanned hides and skins every year.

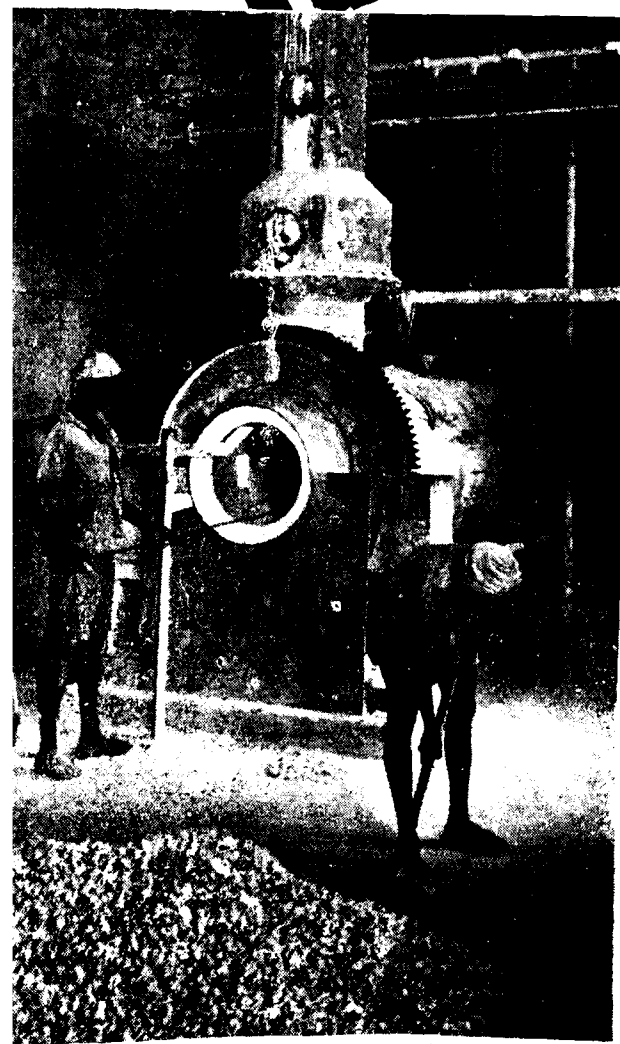


inally started by the Govern-
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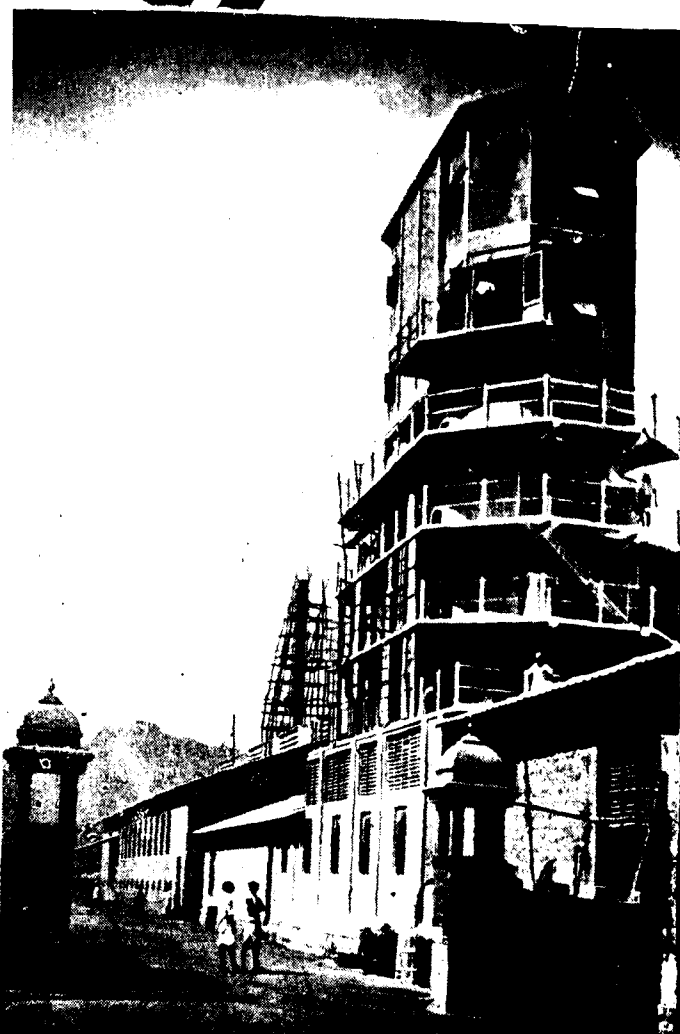


Paper.

Sons. Madras pencils are popular
all over India.



Mettur Industries
Power developed
from the Mettur
Dam runs this
factory of the
Mettur Chemicals
and Industries,
where Bleaching
Powder is
manufactured
on a
large scale.



oil is greater and working costs are lower. These small oil milling units are gradually being ousted by larger power plants like the Anglo-American Presses and Expellers. Of these Expellers are more popular in India, being cheaper, and easily operated by ordinary mechanics. The number of power driven mills—such as rotaries and Expellers, in this Presidency is about 235 with a crushing capacity of 500,000 tons and representing a capital investment of about Rs. 115 lakhs.

The method of crushing the seeds in the Anglo-American Presses is as follows :

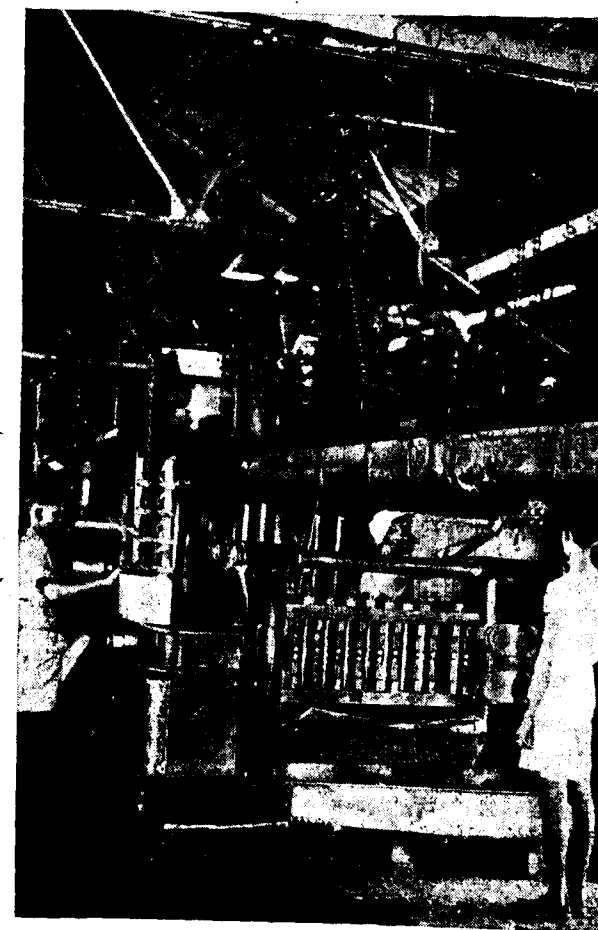
The seed is first decorticated as in the case of groundnut and the kernel is crushed between iron rolls and the ground meal is heated in a kettle by the aid of steam and wrapped in small woollen bags and pressed within iron plates held in a substantial steel frame, by low hydraulic pressure, which forces up the ram and releases about 50 per cent of the oil, the balance being removed by higher pressure of about 3 tons per square inch.

The crude oil obtained is collected in tanks for subsequent treatment. The oil cake is removed from the press bags, trimmed and used as cattle food or manure, depending upon the nature of the seed.

The crude oil kept in the tanks is filtered through filter presses by which process all the suspended impurities are removed and a clear oil is obtained. This oil can be further purified and bleached by boiling with small quantities of caustic soda solution to remove excess of free fatty acids and mixing the clear oil with small percentage of animal charcoal or fullers earth and then filtering the oil to remove these materials. The resultant oil will be almost water white and with a pleasant smell. If the oil has to be deodorised, this can be accomplished by further treatment in steam heated vacuum vessels.

Solvent Extraction

Oil is now recovered from seeds and oleaginous substances by means of solvents. The seed is ground to a rough meal and then placed in extraction vessels, through which the solvent is allowed to percolate, while the contents are kept hot by steam. The oil in the substance is dissolved in the solvent and is collected by suitable arrangements. The solvent



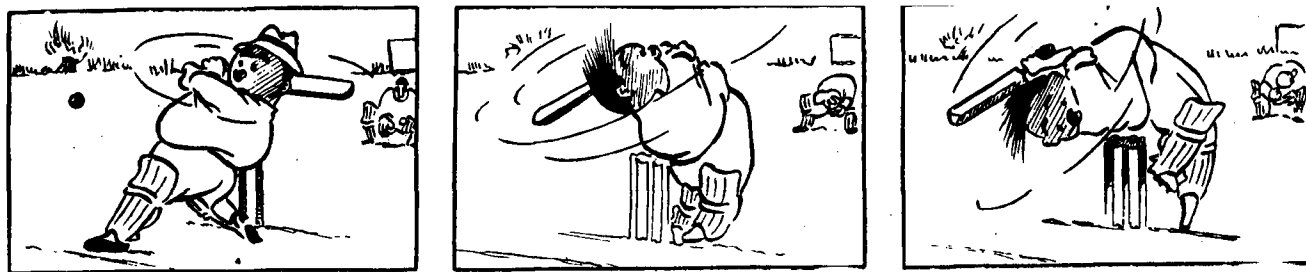
Inside the factory.

is distilled off, and the pure oil is left behind. The residual meal contains less than 1 per cent of oil. In respect of efficiency, the extraction process stands first, but there are other considerations such as the cost, loss of solvent, its inflammability and smell of solvents sticking to the oil and so on. This method is useful for operation in cold countries. These plants are run in conjunction with Expellers so as to reduce the cost of production.

Uses of oils

The chemical composition and properties of the oil determine its uses. The oils were originally used only for edible purposes, but of late they find application in various arts and industries, such as for soaps, cosmetics, paints and varnishes, lubricating oils and greases, candles, printing inks, linoleum, and oil cloths, leather substitutes, moulded bakelite articles, glycerine etc.

The oil seed industry offers wide scope for development in India and particularly in this Presidency.



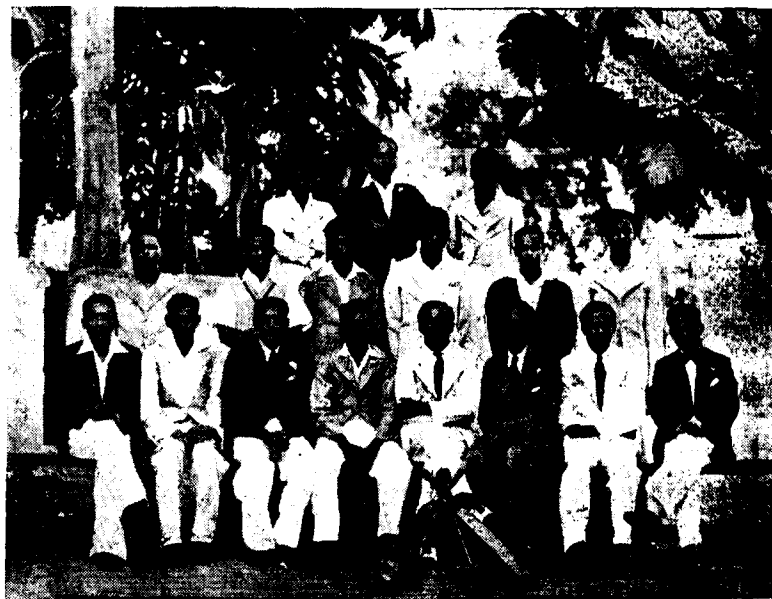
SPORT.

The Ormsby Institute Cricket Club has had an active season. Out of the twelve matches played they won six and lost six.

The match against the St. Joseph's High School Team stood out as the best match from the point of view of scoring. The Institute scored 211 for the loss of six wickets and declared, while the High School Team were out for 78. R. Sankaran and Maharaj set up a record for the second wicket partnership by scoring 132 runs.

Bowlers held the day in the match with Wanderers XI and the Institute scored a narrow victory by four runs. It was a match of poor scoring, the Wanderers hitting up a bare 37 and the Ormsbians, 41.

R. Sankaran has been displaying consistent form with both bat and ball, while Messrs. Maharaj and Aruldoss made commendable attempts with the ball. Enthusiastically captained by Shankar it is hoped the Ormsbians will have an even better season next time. Twelve fixtures were played during the 1941-42 season.



Some Members of the Ormsby Institute Cricket Team.

Cricket Club Social

The members of the Ormsby Institute Cricket Club celebrated their club day with much eclat on Sunday the 15th March 1942, at the Institute premises.

After tea, covers for which were laid for 40 members, they adjourned to the hall of the Institute where a meeting was held, presided by Sri Kasturi Rangachariar, Assistant Auditor and Hon. Secretary of the Institute.

Sri. V. Shankar, Member-in-Charge for Cricket Section then read the Annual Report. The report covered the splendid achievements of the club and pointed out the paucity of financial help from the Institute.

Sri. Kasturi Rangachariar in his address stressed the fact that the

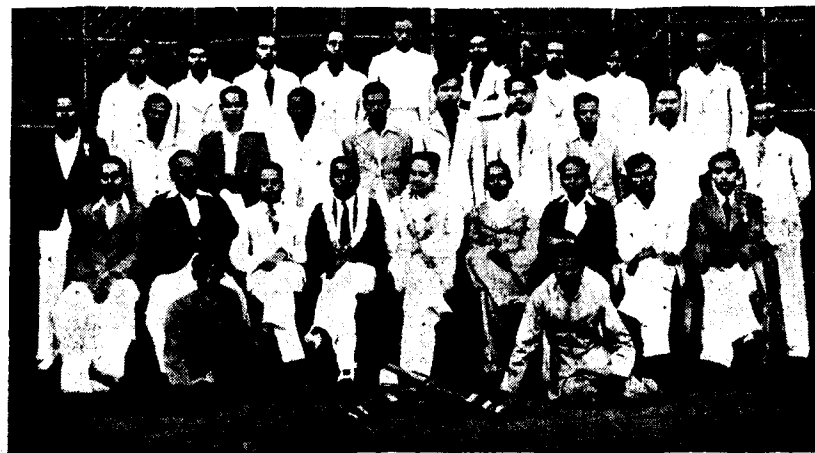


Photo taken at the Cricket Club Social held at the Ormsby Institute.



V. ARULDOSS,
Best Bowler.

average, and to Mr. V. Aruldoss for best bowling average. Two medals for the best fieldsmen, pre-

team spirit should be the guiding factor in any co-operate life and that the lack of it would ruin Society.

The Chairman then presented medals and cups to the best bowler, Batsman, and Fieldsmer.

Two cups presented by Sri. V. Shankar, were given away to Sri. R. Sankar for best batting

sented by Sri. G. S. Mani ex. Captain of the Cricket club were given away to Messrs. Balasubramanian and Shunmugam.

A message of goodwill was sent by Mr. E. La. V. Parisot, Dy. C. O. S. & Member-in-charge of S. I. Railway Cricket Team wishing the club all success.



R. SANKARAN,
Best Batsman.

After an enjoyable musical entertainment given by Kumari Jayalaxmi, the function terminated.

Racing in Trichinopoly!

Racing, acclaimed as the "King of Sports" has its own singular attractions. Apart from the excitement of the elusive tote, the technique of racing and science of race horses provide an endless source of interest and amusement to the enthusiasts. Veterans of the turf would swear on their last shirts that pedigree is all that counts in the classics. Talking of pedigree, horses recently "bred" in Trichinopoly and entered for the Trichinopoly Club classics have a lot to say for themselves. Below is a typical list of a few of the candidates:

Name of Horse.	Sire.	Dam.
LAST HORSE	by ENTIRELY	out of BREATH
THIRSTY	by PROHIBITION	out of GINGER ALE
DEHITLERISE	by BOMBING	out of EXISTENCE
NO LUCK	by MY HORSE	out of SORTS
BACHELOR	by FAMILY	out of the WAY
LIFE	by RIGHT	out of WRONG
REPARATION	by RUNNING	out of NOSE
COLD	by RUN	out of COUPONS
STRANDED	by LATE NIGHT	out of the QUESTION
EARLY BED	by BELLS	out of TUNE
DISCORD		

Surely punters had a lot of fun out of.....

Relapse.

A Doctor's Telephone rang one night, awakening him from fitful slumber. It was one of his regular patients, a young man in a wild state of alarm. "My wife, Doctor!" he shouted. "It's her appendix. You'd better come around quick!"

The doctor sighed and told the young man to go back to bed. "Give her some bicarbonate or ginger ale, and I'll look in to-morrow," he said. "She hasn't got appendicitis."

The husband became even wilder, insisting that she did have appendicitis. "Well she can't have! the doctor shouted. "I took her appendix out three years ago, and I never heard of anyone having two appendixes."

"Ever heard of anybody having two wives?" the young man asked bitterly.



SMILE-A-WHILE

Reversed Sentence

Judge: "One year and fifty dollars fine."

Defendant's Lawyer: "I shall make a motion to reverse the sentence."

Judge: "O. K. Fifty years and one dollar fine."

Business Is Business

She: "Here's your ring back. I cannot marry you, for I love some one else."

He: "Who is he?"

She (nervously): "You're not going to kill him?"

He: "No. But I'll try to sell him the ring."

A man was asked if he would contribute to a Spitfire fund.

"No, thanks," he replied "I married one."

He meant 'Mussolini'

"Now Jimmy, we're going to take up words. I want you to use the word 'miscellaneous' correctly in a sentence."

"Churchill is the head man in this country and Miscellaneous the head man in Italy."

The Cute Guess

A school inspector said to a pretty teacher: "Do you teach observation?"

"Then I will test the class. Now, children, shut your eyes and sit still."

Following this the inspector made a slow, whistling sort of noise, and followed with "Now children, what did I do?"

For some time there was no answer, but ultimately one little boy piped out: "Kissed teacher."

A Jew after all

While walking by the canal, two Jews saw a notice-board which stated that five shillings would be

paid to whoever rescued another man from drowning. It didn't take them more than a minute to arrange that one should fall in and be saved by the other, and the reward divided. In went Cohen, who found it rather deeper than he had expected. However, he splashed about, crying, "Come on! Save me! The other hesitated.

"Cohen," he said, "I've been reading that notice-board again, and it says, 'Ten shillings for a body.' Now, do be reasonable."

Father: (Proudly) "Yes, my daughter is now getting a man's wages."

Visitor: "Oh, when did she marry?"

Dressing in instalment

Wife: "How do you like this dress? I bought it on the deferred payment system."

Husband: "It looks as if you have only put on the first instalment."

Decidedly Economical.

The husband was reading out of the newspaper.

"I see by the paper that out of every hundred persons fined for travelling without a ticket, seventy-five are women."

"There!" exclaimed his better half. "That only goes to show that women are more economical than men."

Better than Adam.

The bold young man approached the fair maid with easy confidence, and lifted his hat.

"Sir," said the the fair maid, frigidly, "I don't know you from Adam!"

The bold young man was unabashed.

"Oh, I say," he replied, "I'm far better dressed, surely!"

Tommy (reading paper): "Daddy, what are diplomatic relations?"

Father: "There are no such people, my boy."

A poser for the teacher

"What keeps us from falling off the earth when it's upside down?" a child asked his teacher.

"The Law of Gravity," said the teacher.

"And how did people stick on before that law was passed?"

Ticket Examiner: "Sir, your ticket please."

Passenger: "I got into the train at the eleventh hour. I had no time to purchase a ticket."

Ticket Examiner: "This train left at 16 hours, Sir."

"Daddy," said the little boy at the seaside, "do donkeys have wives?"

"Yes, my boy," replied father, "and only donkeys."

Disappointing

"How are you getting on with. . . ."

"Oh, he's a most disappointing lover. I purposely fused the electric light before he came last night, and he spent the whole evening mending it."

Brevity

This story won first prize in a competition run by an American periodical for stories of brevity and dramatic content:—

Elvina Parker received a telegram from her brother who was accompanying her husband on a big-game expedition in Africa. The telegram read: "Bob killed lion hunting—Fred."

Elvina, overcome with grief wired back: "Send him home Elvina."

Three weeks later a large packing case arrived from Africa. Inside was a lion. Elvina sent a

Telegram "Lion received. Must be mistake. Send Bob—Elvina."

Back from Africa came the reply. "No mistake Bob in Lion—Fred."

Mistress (hearing sound of breaking dishes):

"Goodness, Mary! More dishes?"

"No, mum, less!"

The Retort

"In the time it takes me to tell you how to do the work I could do it myself."

"Yes, mum. And in the time it takes me to listen to you, so could I."

Making Sure

"Is this your ball in the garden, sonny?" asked the gardner.

The small boy looked worried.

"Are any windows broken?" he demanded.

"No"

"Ah, then it is my ball!"

"Do you know that Columbus travelled over 2,500 miles on a galleon?"

"Good Heavens, did he! and what was his ration?"

(Jokes from our readers).

Real stories

A Guard's wife suddenly died of cholera on a Saturday. He sent the following telegram to his Officer:

"My wife died. Order substitute immediately."

A man who had never purchased a railway ticket waited near the booking window to see how tickets were purchased. A male passenger went to the booking office and said: "Chidambaram, Single, Third."

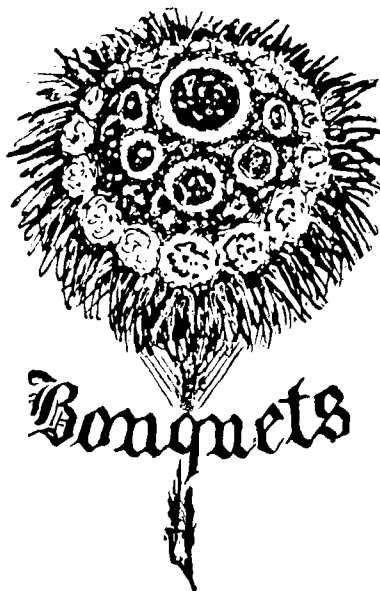
The man assumed that the first was his name, the second indicated that he was single, and the third meant that it was the third time he had purchased a ticket, so he said to the Booking Clerk:

"Ramaswamy, Married, First."

"Great Praise for Efficiency"

(Extracts from a letter from the Principal, Lawrence Memorial Royal Military School, Lovedale, Nilgiris.)

"The arrangements made by your Railway were excellent and everything went off very smoothly. Great praise is due for the efficient manner in which the conveyance of over 400 children was organised. Your staff were of great help both at Lovedale and Mettupalaiyam in enabling the children to entrain and detrain by the Special Train. Without their



co-operation there might have been a fair amount of confusion."

"Most efficient"

The following letter of appreciation was received from Lieut.-General C. D. Noyes, C.B., C.I.E., M.C., Quarter Master General in India.

"I am writing to thank you and your staff for the most efficient way in which you have carried out the recent heavy movements of troops to Ceylon. I shall be grateful if you would convey these thanks to those concerned."

"NO LONGER ALONE."

No longer alone.

Other dangers gather about us out there and none of the dangers which we have hitherto faced successfully at home and in the East are in any way diminished. This is, therefore, one of those moments when the British nation can show its quality and its genius. This is one of those moments when it can draw from the heart of misfortune the vital impulse of victory. Here is the moment to display that calm and poise, combined with grim determination, which not so long ago brought us out of the very jaws of death. Here is another occasion to show, as so often in our long story, that we can meet reverses with dignity and with renewed accessions of strength.

We must remember that we are no longer alone. We are in the midst of great company. Three-quarters of the human race are now moving with us. The whole future of mankind may depend upon our action and upon our conduct. So far we have not failed. We shall not fail. Let us move forward steadfastly together into the storm, and through the storm.

Churchill.

How long!

We are out to win this war and win it as quickly as may be. In that determination there must be no reservations because of our personal interests

or comforts. It is a total war and demands our total effort. Every hour by which we can shorten the war will mean the saving of hundreds of workers and of the sufferings of millions. The cry goes up all over the world 'how long'? Each one of us can give the answer through our unstinted sacrifice. The crisis of Dunkirk produced a great response. The agony of those anxious hours drew forth the best in every man and woman. The pressing urgency of our cause denied all doubts and hesitation. Victory still hangs in the balance, so long as men and women hesitate to play their full part.

Sir Stafford Cripps.

Free Air purged of tyranny.

We shall fight this war, therefore, confident and proud in the knowledge that we shall be with China through rough and smooth, through fair weather and foul, until the victorious end.

With God's help our pilgrimage, side by side with China and our other mighty Allies, shall not end until the enemy is utterly destroyed, in Asia, in Europe, on the high seas; until our banners of victory float at last on a free air, purged of tyranny and oppression. There could be no happier augury of that dawn of victory towards which we now march together than the presence with us of two leaders of China's fight for freedom.

Lord Linlithgow.

STAFF WELFARE.

Agent meets the Employees.

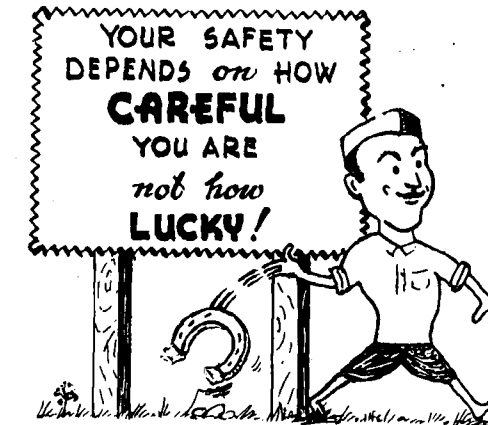
At the quarterly meetings of the South Indian Railway Employees' Association and South Indian Railway Labour Union, the Agent and General Manager gave a patient hearing to representations on several matters affecting the Staff, such as Casual Leave, Mark System of discipline, Dearness Allowance, Recruitment of new staff, Promotions, Travelling and Overtime Allowance, etc.

Regarding Dearness Allowance the Agent and General Manager said that the rates of dearness allowance granted in particular areas had been settled by the Railway Board in consultation with the All India Railwaymen's Federation, and that any modification could be done only by the Railway Board. He suggested that the Labour Union may, if they considered it advisable, raise the question with the All India Railwaymen's Federation. He further pointed out that the rates of Dearness Allowance granted to Railway staff were considerably higher than those granted by the Local Governments and other Public Bodies in the Presidency.

He promised to give consideration to their other grievances, but explained to the representatives of the Unions that in the interests of efficiency he did not feel justified in meeting some of their representations.

Travelling Concessions.

Instructions have been issued that in the cases of urgent transfers of subordinate staff from one station to another without the grant of normal joining time, the staff may be allowed duty passes



within a period of two months from the date of transfer so that they may return to their old stations and take their families and kit to the new station.

Staff living at Podanur Jn. and Salem Jn. have been allowed to purchase concession season tickets at one fourth the public rate between Podanur and Coimbatore and Salem Jn. and Salem Town respectively.

The restriction with regard to the number of children that can be included in privilege passes in the case of daily-rated staff has been withdrawn.

Leave.

The Permanent-Way Inspectors who are authorised to sanction casual leave to the staff under them are also permitted to grant such staff Sunday 'off'.

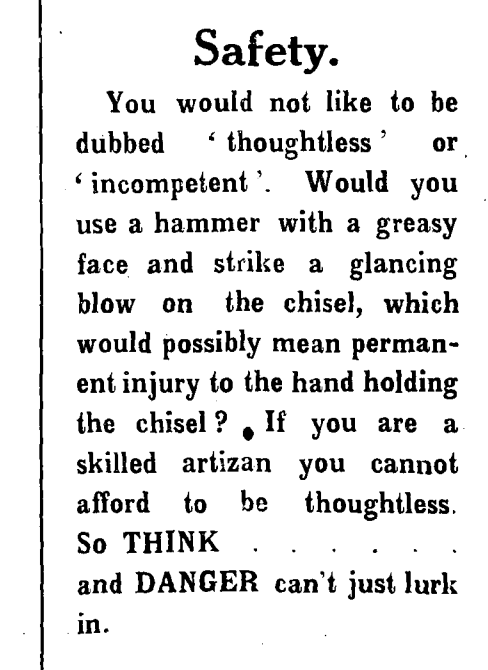
Works.

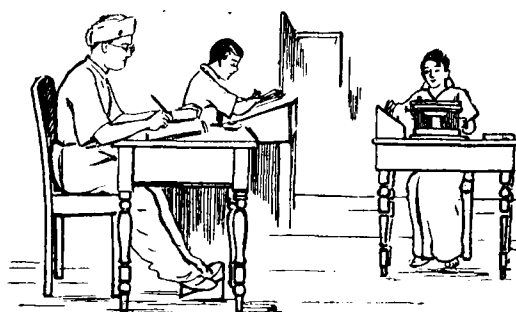
For the convenience of the residents in the Railway Colony at Podanur, orders have been issued for provision of a passage by the northern side of the District Traffic Superintendent's Office so as to connect the new level crossing that is being provided under the Remodelling Scheme and the approach from the public road to that office.

Improvements to the Anglo-Indian Running Room at Shoranur have been approved and clocks have been provided in Running Rooms.

Staff.

Fifteen temporary posts of Spray Painters in the Golden Rock Workshops have been made permanent.





STAFF NEWS

Appointments

The following appointments have been made :—

MR. M. M. AHMED FAROOKHI as Temporary Assistant Engineer, from 12th February, 1942.

SRI AMARNATH SUR as Temporary Assistant Engineer, from 16th February, 1942.

MR. A. V. MATHEW as Pupil Candidate in the Traffic Department, from 5th February, 1942.

Deputation

The following Officers have been released for Military Duty from the date noted against each :—

MR. M. O. CHACKOO, Assistant Engineer, from 26th November, 1941.

MR. M. S. GHAZI, Assistant Engineer, from 1st December, 1941.

MR. P. G. C. PEYTON, District Mechanical Engineer, from 17th November, 1941.

MR. D. A. LOCKE, Assistant Mechanical Engineer, from 22nd November, 1941.

MR. W. BYWATER, Assistant Traffic Superintendent, from 21st November, 1941.

MR. R. D. STEPHENSON, Temporary Assistant Signal & Telegraph Engineer, from 19th November, 1941.

MR. G. W. O. MOORE, Assistant Auditor, from 27th November, 1941.

Inter-Departmental transfers.

The following inter-departmental transfers of officers have been made :—

MR. H. PITCHER, Assistant Secretary, Statistics as Assistant Auditor, from 16th December, 1941.

SRI C. H. SADARANGANI, Assistant Electrical Engineer as Assistant Mechanical Engineer, from 21st December, 1941.

Promotions

The following promotions have been sanctioned :—

MR. J. T. HENDRY, District Engineer, to act as Deputy Chief Engineer, from 21st December, 1941.

SRI M. SUNDARARAJAN, Assistant Engineer to act as District Engineer, from 20th December, 1941.

MR. M. A. R. SEQUEIRA, Assistant Auditor Junior Scale to act in the District grade, from 27th November, 1941.

SRI R. SRINIVASA IYER, Accountant, to act as Assistant Auditor, Junior Scale, from 27th November, 1941.

Transfers

The following transfers have been made :—

MR. A. K. HALDER, Ag. District Engineer, from Salem to Tinnevely.

SRI A. M. SESA IYENGAR, Assistant Mechanical Engineer, from Villupuram to Golden Rock.

SRI R. KERALA VARMA RAJA, Assistant Traffic Superintendent, from Trichinopoly to Madura.

SRI RANJIT SINGH, Assistant Traffic Superintendent, from Villupuram to Erode.

SRI P. VAITHIANATHA IYER, Ag. Assistant Traffic Superintendent, from Madura to Villupuram.

Leave

The following Officers have proceeded on leave :—

MR. R. BEVERIDGE, Deputy Chief Engineer, on 3 months Special leave, from 4th December, 1941.

SRI S. CHAUDHURY, Assistant Engineer, on 2 months and 17 days leave from 12th December, 1941.

SRI R. RAMACHANDRA IYER, Assistant Auditor, on 4 months and 25 days combined leave, preparatory to retirement from 16th February, 1942.

Return to Duty

The following Officers returned to duty :—

MR. A. W. STRANG, District Engineer, on 3rd February, 1942.

SRI V. G. NAIDU, Assistant Engineer, on 2nd December, 1941.

Retirements

The following Officers retired from the Company's service from the date noted against each :—

MR. A. D. H. HICKIE, Deputy Transportation Superintendent, from 29th December, 1941.

Rao Bahadur M. RAMACHANDRA IYER, Deputy Chief Auditor, from 31st December, 1941.

Miscellaneous

The title of "Rao Sahib" was conferred, in the New Year Honours, on Sri P. Govindaraja Pillai, General Staff Officer.

Retirement

SRI T. R. SESHADRI IYENGAR, Superintendent, Drawing Office, Signal and Telegraph Engineer's Office, retired voluntarily from service on 31st March, 1942. He began his career in 1908 as a Draftsman and was promoted as a Head Draftsman and as Superintendent, Drawing Office. Affable and gentle by nature he endeared himself to those who worked with him and won the confidence of his superiors.

SRI M. R. SESHADRI IYENGAR, Senior Clerk, Expenditure Section, Chief Auditor's Office, retired on 5th February, 1942 after over 33 years service. He served for about two years in the office of the Overseas Railway Training Camp, Tirupattur during 1917—1919.



SRI N. VAIDYANATHA IYER, Chief Clerk, Deputy Chief Mechanical Engineer's (Power) Office, retired on 14th February, 1942 after a faithful service of over 32 years. He entered in 1909 and rose to the position of Chief of the office. He was known for his untiring zeal.

SRI A. L. M. SUSAINATHA PILLAI, Head Draftsman I, Chief Engineer's Office entered service in 1909 as a temporary Draftsman, later became a Head Draftsman and retired on 15th March, 1942.



MR. D. S. DUFF, entered service as an Assistant Electrical Foreman in 1927 and was promoted as Electrical Foreman, Distribution which post he held till the time of his retirement. He was a member of the I.E.E. of Great Britain and an Associate of the American I.E.E. He retired from service on 15th January, 1942. He was very popular and well known

for his social services in connection with entertainments and with the running of the Golden Rock Cinema.

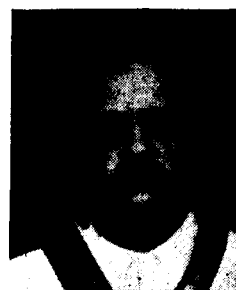
MR. PERCIVAL DELEMONS, District Signal Inspector entered service as a daily paid fitter in 1925, and was in due course promoted as Assistant Signal Inspector and District Signal Inspector. In recognition of his service during the strike in 1928 he was awarded a silver watch.

SRI S. SUNDARAM IYER, Senior Clerk of the Deputy Chief Mechanical Engineer's (Works) Office, Golden Rock was entertained in 1911. He had served in several stations. He retired from service on medical grounds on 24th December, 1941 after a service of 30 years.

Over a Generation in Service



SRI L. SRINIVASA RAJU, Clerk, District Traffic Superintendent's Office, Madura, entered service in 1905 as a Probationer and retired voluntarily on 31st December, 1941 after a service of about 36 years.



SRI G. NATESA IYER, Clerk, District Traffic Superintendent's Office, Madura entered service in 1911 and retired voluntarily on 22nd March, 1942.



MR. J. L. LOBO, Traffic Inspector, Cannanore entered service in 1908 as a Travelling Ticket Examiner, Calicut and rose to the position of a Traffic Inspector. He retired under age limit on 6th January 1942, after availing six months combined leave from 7th July, 1941.

Proud of his Service

MR. C. A. WALKER, Station Master, Tanjore who entered service in September, 1906 as a Ticket Examiner availed of six months' leave preparatory to retirement from 13th February 1942. He rendered valuable service during the general strike in 1928 and was awarded in recognition a silver watch by the Board. He is retiring after having put in a loyal and meritorious service of 35 years.



DR. V. G. COIL PILLAI Sub-Assistant Surgeon, Tanjore entered the Railway as a Medical Apothecary in January 1923 and retired from Company's service in March 1942. He always exhibited those qualities so necessary to the profession, patience and kindness, which made him very popular both with the public and the staff.



SRI P. V. NARAYANA IYER, Station Master, Salem Town entered service in 1908 and was promoted later as Station Master. After having worked at various stations he joined Salem Town on 17th March 1938, from where he retired from service on 11th January, 1942.

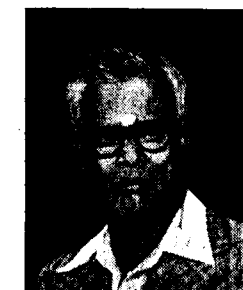


SRI P. Y. KUNHIKRISHNA MENON, Station Master, Ottappalam entered service in 1913 and retired as Station Master on 27th January, 1942.

SRI N. V. PARAMESWARA IYER, Station Master, Sholavandan entered service in April 1912 and retired voluntarily on 19th January, 1942.



SRI K. SRINIVASA RAGHAVA IYENGAR, Station Master, Sivarakottai entered service in 1908 and retired under age limit on 15th February, 1942.



SRI K. KUNJUKANNA MENON, Station Master, Tinnevely was entertained in this Railway in October 1907. He retired voluntarily on 20th February 1942, after a long and faithful service of 34 years.

SRI P. V. HANUMANTHACHARI, Station Master, Titte, was reappointed as Assistant Station Master in 1913 and after 28 years of service retired on 15th February 1942, under age limit.



SRI C. N. RAMACHANDRA IYER, Chief Parcel Clerk, Madras Beach entered service as Telegraph Probationer and after having worked as Parcel Clerk at various stations for nearly 34 years retired on 15th January, 1942.

SRI S. RAMAMIRTHAM IYER, Goods Station Master, Tinnevely Jn. joined the Railway in 1910 and was due to retire on the afternoon of 20th February 1942, after a long and faithful service of 30 years but he expired on 15th January, 1942.

SRI T. V. RAMASESHA IYER, Goods Station Master, Tanjore entered service in 1915 and voluntarily retired due to ill health on 22nd January, 1942.

SRI A. RAMAN NAIR, Chief Booking Clerk, Calicut entered service in April 1905 and retired under age limit on 11th March, 1942.

SRI N. NEELAKANTA IYER, Ticket Examiner, Trichinopoly Jn. entered service on 11th December 1909, and retired on 19th January 1942, under age limit.

SRI R. VEERASWAMY RAJU, II Class Guard, Madura entered service in 1905 as Brakesman and retired voluntarily on 14th December, 1941.

MR. M. MARIADOSS, Driver, Villupuram entered service as a Cleaner in 1908. He served as a Driver for a period of 17 years and reached the first grade. He voluntarily retired on 28th February, 1942.



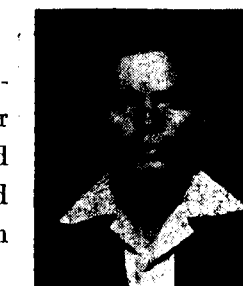
SRI P. K. SRINIVASA IYENGAR, was entertained in 1911 as a Relieving Time Keeper and became a Head Clerk, Machine Shop, Golden Rock. After a service of more than 30 years he retired on 5th January, 1942.

SRI B. NARAYANASAMI NAIDU, was entertained as a Signal Tinker in 1913. After a satisfactory service of 28 years he voluntarily retired from 1st June, 1941.



SRI K. PURUSHOTHAMAN, Turner, Madras Egmore retired on 12th March 1942, due to age limit. He entered service in 1913.

D. IRUDAYAM entered service as a Carriage Sweeper in 1915 and was promoted as R. S. Fitter and retired voluntarily from service on 5th January, 1942.





Sri R. Ramachandra Iyer retires

Sri R. Ramachandra Iyer, Assistant Auditor, was born in 1887 and entered service as a clerk in May, 1909. His abilities attracted notice and he was promoted as Accountant in 1921. He was in charge of the accounts and audit of the Golden Rock Workshops and Town Scheme as Senior Audit Accountant. In 1932 he was promoted as Assistant Auditor and was confirmed in that post in 1936. He has proceeded on leave preparatory to retirement from 16th February, 1942 after completing over 33 years of service.



M. PONNUSAMY, Rolling Stock Fitter, Madras retired on 2nd February 1942, due to age limit. He entered the service as a Cooly in 1911 and rose to the position of a Rolling Stock Fitter.

OBITUARY.



Sri K. Anantharama Iyer passes away

Death has claimed suddenly an able executive, Sri K. Anantharama Iyer, Bridge Inspector who passed away in harness on the 22nd January, 1942 at the age of 53.

The late Sri. Anantharama Iyer started life as a Time Keeper in June 1912. At the time of his death he was engaged in the dismantling of the Madura-Bodinayakkanur line. His work on the following schemes was particularly creditable :

- (1) Palar Girder renewals.
- (2) Ponnar Girder renewals.
- (3) Gadilam Girder renewals.
- (4) Oopanar Girder renewals.
- (5) The new Tambaraparni Bridge at Shermadevi.
- (6) The Feroke and Kallayi Bridges.

Popular among his friends and efficient in the discharge of his duties, his loss is keenly felt by the Department and his friends alike. We convey our sincere sympathies to his bereaved family.

At an Italian recruiting office in Rome a wag has scrawled under an official poster "Join the army and visit India."

OUT STATION NOTES.

Villupuram

A Send off.

Mr. M. A. Bantleman, District Train Controller, Villupuram, who voluntarily left for war service was entertained at a Tea Party by his well wishers and friends at the premises of the Movement Office, Villupuram on 20th January, 1942. Mrs. Bantleman also was present at the function. Following tea, Sri Vaidyanatha Iyer exhorted the audience to join war service in large numbers following the example of the guest of the day.

Mr. Bantleman in reply said he was willing to part with his family and children even after middle age for a noble cause, i.e., for the sake of his King and Country.

A. R. P. Activities

The A. R. P. Organisation has begun to function at Villupuram under the guidance of Sri C. H. Sadarangani, Assistant Mechanical Engineer, Villupuram, and District Warden. Periodical meetings of wardens were held when their duties were explained to them. Mr. E. C. Gayes, the Special A. R. P. Officer visited the station and delivered lectures to the A. R. P. personnel and residents of the Colony.

Indian Reading Room

An extension to the Indian Reading Room is under construction.

Mandapam

Railway staff present purse to His Excellency.

Mandapam presented a gay appearance on 9th February, 1942 on the occasion of the visit of His Excellency Sir Arthur Hope, the Governor of Madras. After reception at the station, His Excellency Sir Arthur Hope motored to the bungalow of Mr. Seaton, the Marine Superintendent where Mrs. Seaton received His Excellency. After breakfast at Mr. Seaton's bungalow His Excellency met the Railway employees of Mandapam and Dhanushkodi on whose behalf Miss Seaton presented to him a purse of Rs. 1,080 for the War Fund. Thanking them for the purse, His Excellency said that such willing and voluntary contributions would result in the ultimate victory of the Allies.

Tanjore

The Annual General Body Meeting of the Railway Institute, Tanjore, was held at 7 p.m. in the Institute premises on 22nd January, 1941 under the Presidentship of Sri R. Madhavachari, District Engineer, Tanjore. The Annual Report and Balance Sheet for the year 1940-41 were read and adopted. Mr. E. C. Corbett will continue as Honorary Secretary.

War Effort

A Committee was constituted to organise and conduct musical entertainments on behalf of the Institute in aid of the War Fund. Three musical



Photo taken at the send-off given to Mr. M. A. Bantleman.

performances—vocal by Brahma Sri Lakshmi Narayana Baghavathar, Bharatha Natyam by Miss. Rejalakshmi and Lakshmikantham and Harikatha by Brahma Sri Swaminatha Bhagavathar were conducted in November, 1941. A sum of Rs. 1,093 being the net proceeds of the entertainments was contributed to the War Fund.

Erode Xmas festivities turned to War Effort.

An interesting programme of events was gone through during Christmas by the Anglo-Indian Members of the Erode Railway Institute.

The Childrens' Sports attracted nearly seventy participants and several prizes were distributed to them. A treat was given the next day to over 170 children. The tea tables were prettily laid out and arrangements were perfect through the able handling of an enthusiastic band of ladies. The function was patronized by His Grace the Rev. Bishop Pakenham Walsh.

The Children's evening was quite a lively affair, with Baby Shows, Musical Chairs, Pinning blind-folded on donkey's tail, smelling competitions and elimination dances.

The Grand Dance was a great success. The prize for the elimination Fox-trot was won by Mr. D. Cleur and Miss. B. Jacob.

Mr. Peter Wong of China entertained the members to a sleight of hand show which was much enjoyed.

The net proceeds of all these activities were contributed to the War Fund through the Agent and General Manager.

A. R. P. in Golden Rock

Golden Rock Colony had a complete "dress rehearsal" on 8th March 1942, in connection with the A. R. P. work conducted by our Railway. The organisation for several months past has been under the direction of Mr. Restrick, Executive Officer, Colony Committee, Golden Rock.

Railway employees comprise the entire staff of the organisation who have all been provided with the necessary equipment for effective A. R. P. work. They have undergone intensive training under Mr. G. E. Gayes, A. R. P. Officer. Numerous practice "Call Outs" for the various sections were made from time to time and lectures had been given to ensure increased efficiency.

After the "All Clear" signal had been given all the members of the organisation assembled at the Indian Institute where, under the chairmanship of the Divisional Warden Mr. H. A. Reid, a complete review of the practice was made.

Kadayanallur

Nineteen stations entered the stations garden competition last year and the first prize has again been claimed by Kadayanallur. The second and third prizes were awarded to Capper Quarry and Paramakkudi respectively.



Known as 'Metal', whole mountains have been carved to provide stone 'ballast' for the Railway track.



TRAVEL NEWS

Easy access to Mahabalipuram

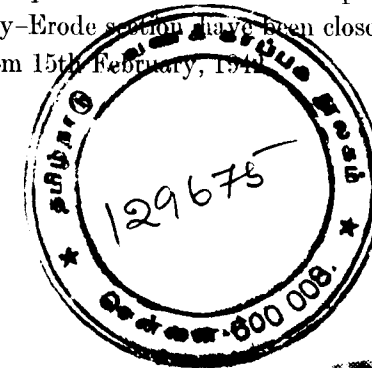
The Muthurangam bridge across the Buckingham canal providing a direct approach to Mahabalipuram was recently opened. Constructed at a cost of Rs. 46,000 it meets a long felt want and affords easy access to the legendary wave swept city of Mahabali.

Cement Factory at Trivandrum

Travancore will shortly have a cement factory. Infinite quantities of lime stone and other necessary raw materials are available within the State.

Closure of Train Halts

The train halts at Vilvarayanallur on the Salem—Vriddhachalam section, Kalahasthinathapuram on the Mayavaram—Tranquebar section and Tannirpalli on the Trichinopoly—Erode section have been closed for public traffic from 15th February, 1942.



A new Library at Trivandrum

The Tagore Library and Study Room of the Kerala Tagore Academy were opened at Trivandrum in February, 1942.

Kali Temple at Mavur

A temple unique in design and construction is the Kali temple at Mavur near Tiruvarur opened recently by Sir C. P. Ramaswamy Iyer, Dewan of Travancore. The temple is a gift of Sir R. Srinivasa Sarma.

New Factories in Travancore

An Aluminium Factory will shortly be started near Alwaye. It will not only become a main centre of smelting aluminium for the whole of India but will form the nucleus of a number of subsidiary industries. Machinery is also coming in to start a Plywood Factory on a large scale.



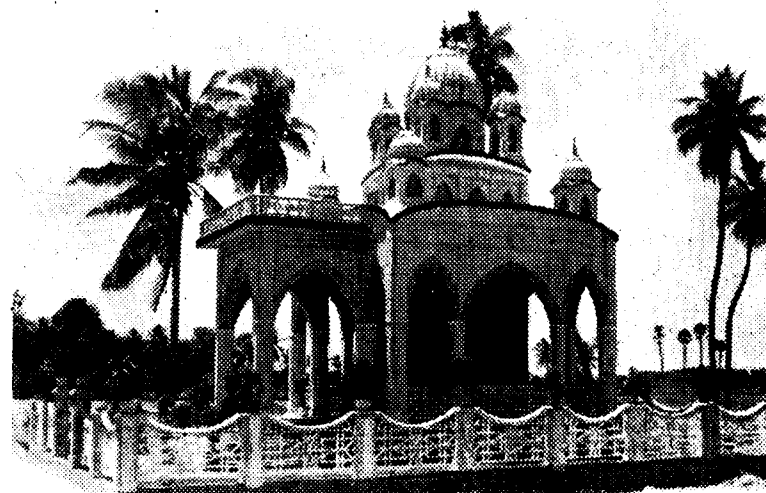
The Defence Services Exhibition Train which recently toured on the South Indian Railway.

Travel Concessions Stopped

Travel Concessions of all descriptions including mileage and mercantile coupons, week-end return tickets and forty-five days return tickets to Hills have all been cancelled due to war time conditions of working.

Chitra Festival at Madura: 18-4-42 to 29-4-42.

A picturesque festival is celebrated during this period at the Meenakshi Sundareswara temple at Madura. The Divine Marriage is celebrated with great pomp and ceremony and a pageant lasting for several days is enacted in the town, and riverside.



Kali Temple, Mavur.

Panguni Uthiram at Palni: 25-3-42 to 7-4-42.

Devotees of Lord Subramanya visit Palni during the Uthiram festival. The mile long procession of 'Kavadies' going up the hill is an impressive sight.

Pooram at Trichur: 25-4-42 to 27-4-42.

This is an unique Malabar festival. The procession of gaily caparisoned elephants is spectacular. An

Exhibition of Arts and Crafts will also be held during the period.

Ani Tirumanjanam at Chidambaram: 1-7-42.

This is one of the major festivals associated with Sri Nataraja when after ablutions in the early morning, the deity is taken in procession along the long courtyards of the temple.

Improved Signal System.

The standard type of partial interlocked two aspect signal system originally employed at the four crossing stations between Tambaram and Chingleput allowed a maximum speed of thirty miles per hour between the outermost points. Recently the passing loops were lengthened in order to accommodate full length goods trains, and the signal system was renewed with complete interlocking allowing unrestricted speed through the main line at the stations.

The new three aspect installations embody two main improvements:

1. Control of the various points and signals by double wire.
2. Introduction of a system of speed indications by the signals instead of the old method of route indication.

Picture on the left shows the stop signal in the vertical position, signalling 'Proceed'.

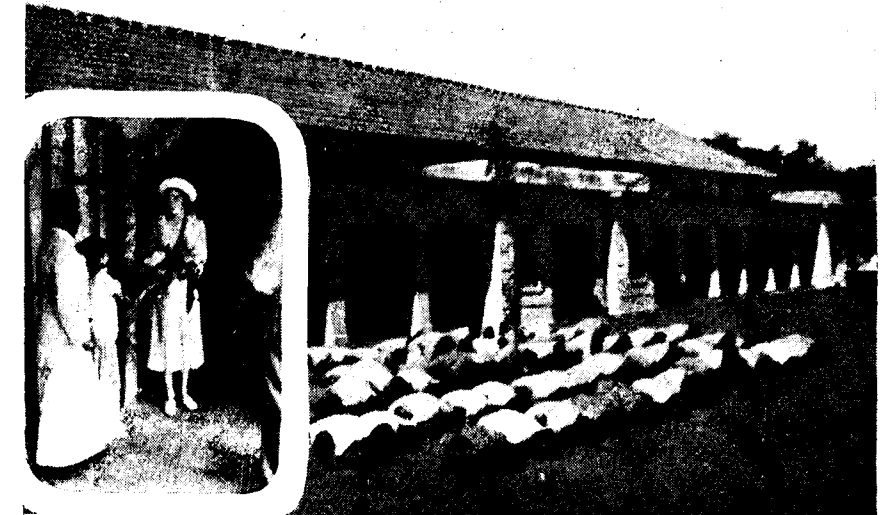


The New signal.

LADY HOPE AT GOLDEN ROCK

The Pupils of the Indian Middle School, Golden Rock gave a display of mass drill during the visit of the Hon'ble Lady Hope. (Inset) Lady Hope being received at the School.

The Hon'ble Lady Hope complimented the pupils on their collection of exhibits.



* * * * *

The record of being the largest passenger station in the world is held by Flinders Street Station Melbourne, Victoria where sixteen platforms are in constant use and the total face length is 1 $\frac{3}{4}$ miles.

* * * * *

The strength of the army in India at the outbreak of the war was some 237,000 of all ranks. In September 1941, it was nearly 700,000—an increase of 463,000 in less than a year.

* * * * *

Indian Railway Administrations together constitute the largest employers of labour in India employing over 700,000 persons.

WASTE Comes from
CARELESSNESS
DISORDER
MISTAKES
NEGLECT

SOLUTION TO SILHOUETTES—on page 13.

- | | |
|--------------------------|---------------------|
| 1. Mr. J. T. Hendry. | 7. Mr. H. J. Crane. |
| 2. „ A. I. Webber Jones. | 8. „ H. C. Hodgson. |
| 3. „ H. A. Reid. | 9. „ Sidney Smith. |
| 4. Dr. J. K. Manson. | 10. „ C. A. White. |
| 5. Mr J. F. Wright. | 11. „ C. E. Gayes. |
| 6. „ J. F. C. Reynolds. | 12. „ A. Vieyra. |

(The Silhouettes are by Mr. G. A. Slater).

TRAVELLER
BEWARE!

THE PLEASANT STRANGER MAY BE AN ENEMY
AGENT — BE CAREFUL WHAT YOU SAY

CARELESS TALK
COSTS LIVES

Our Men in War Service.



Major T. L. SHIELD, E. D.
*Officer Commanding, Technical Training Group,
 Trichinopoly.*



Mr. M. O. CHACKOO.
 54



Mr. R. D. STEPHENSON.



Mr. D. A. LOCKE.



Mr. P. GOVINDA RAO.



Mr. G. W. O. MOORE.



Mr. P. K. MADHAVA MENON.



Mr. P. G. C. PEYTON.



Mr. M. T. OSBORNE JONES.



Mr. V. R. RILEY.



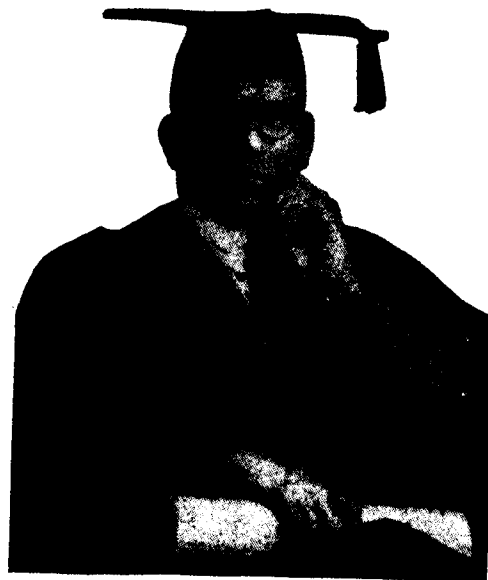
Mr. C. J. WOOLDRIDGE.



Mr. A. J. BAKER.



Mr. M. S. GHAZI.



Dr. R. V. N. NAYDU.



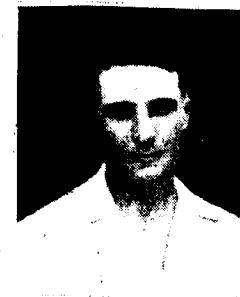
Mr. D. J. BOURNE.



Mr. W. A. BONNER.



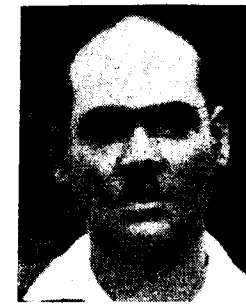
Mr. W. BYWATER.



Mr. J. G. DIXON.



Mr. P. R. HENRY ISAAC.



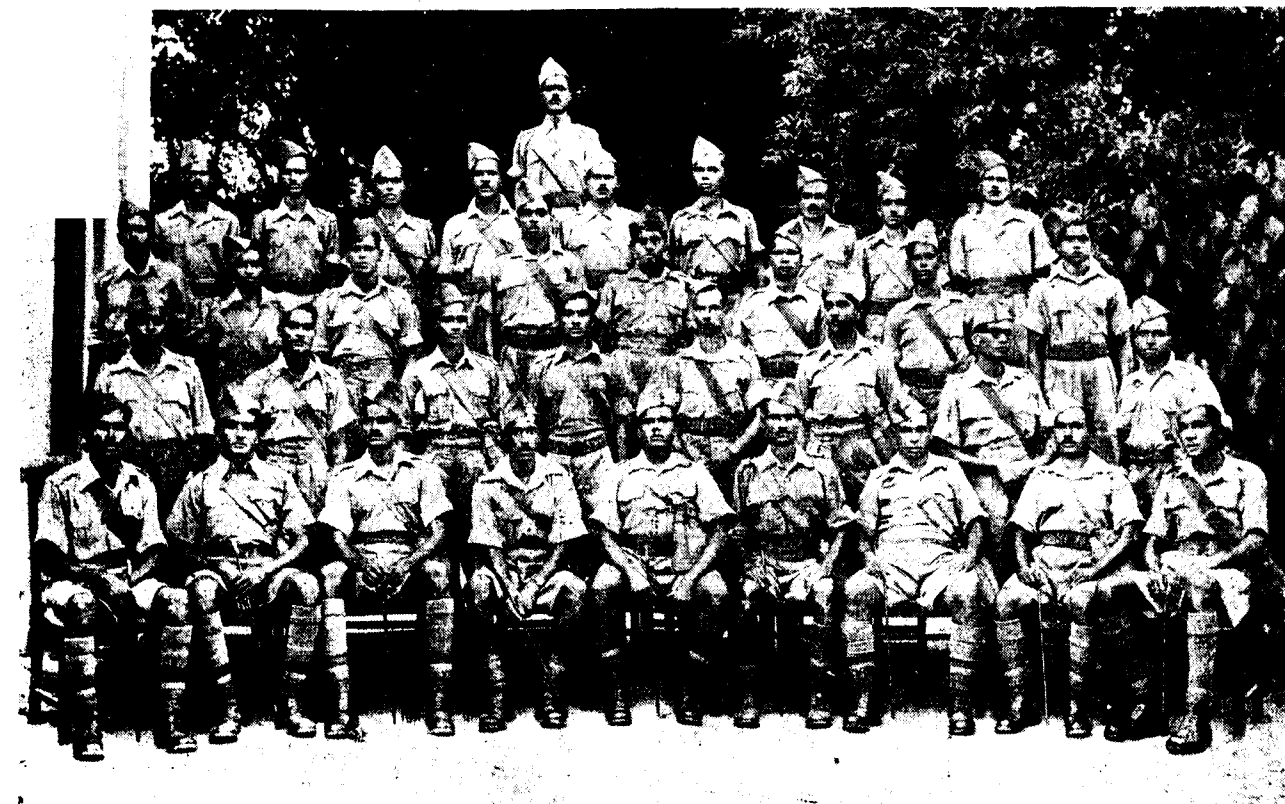
Mr. L. C. VARDON.



Mr. C. THOMPSON.



Mr. M. K. PADMANABHAN NAIR.



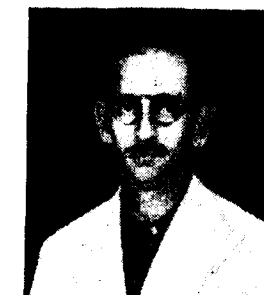
A group of South Indian Railway personnel in 109, Railway Operating Company.



Mr. T. V. CHAKRAPANI RAO.



Mr. W. B. FERNANDEZ.



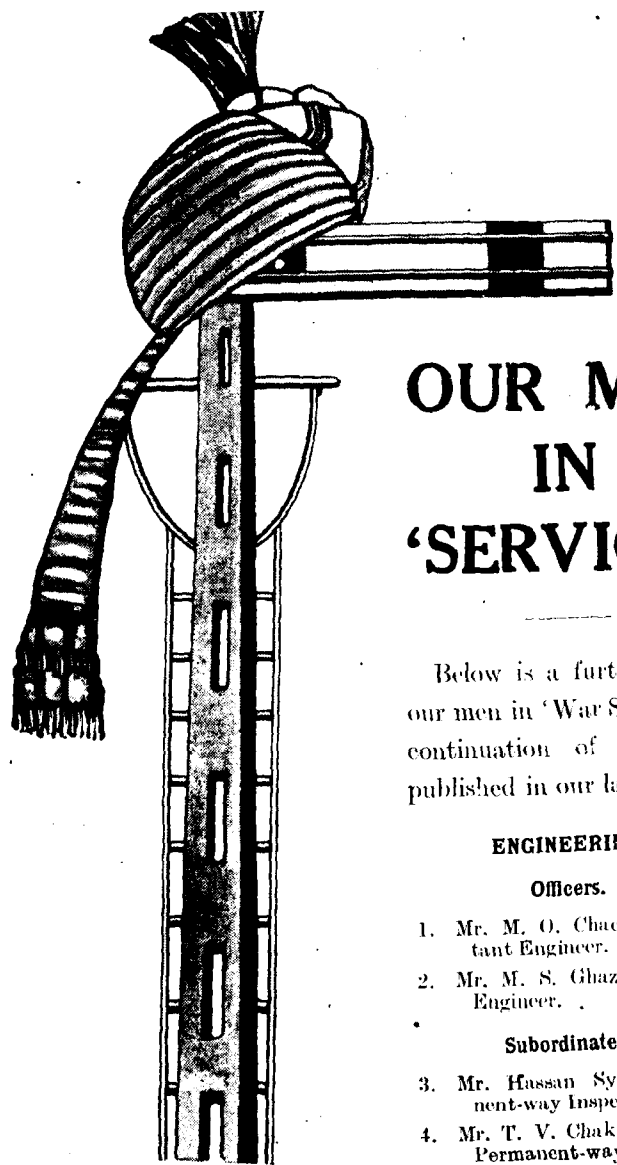
Mr. W. O. MARTIN.



Dr. S. JOSEPH.



Mr. M. ADAIKALASAMI.



OUR MEN IN 'SERVICE'.

Below is a further list of our men in 'War Service' in continuation of the one published in our last issue :

ENGINEERING.

Officers.

1. Mr. M. O. Chackoo, Assistant Engineer.
2. Mr. M. S. Ghazi, Assistant Engineer.

Subordinates.

3. Mr. Hassan Syed, Permanent-way Inspector.
4. Mr. T. V. Chakrapani Rao, Permanent-way Sub-Inspector.

No.	Name.	Designation.
5.	Mr. S. Ellis ..	Permanent-way Sub-Inspectors.
6.	" M. Adackathasamy ..	"
7.	" T. K. Seshadhri ..	"
8.	" K. F. Rozario ..	"
9.	" R. A. Cuxton ..	"
10.	" V. Padmanabhan ..	"
11.	" C. Balram ..	"
12.	" V. Krishnamurthy ..	Clerk, Chief Engineer's Office.
13.	" N. L. Rozario ..	Sub-Inspector.
14.	" R. Manavalajeer ..	Painter.

Menials.

15.	D. Hirian ..	Bricklayer.
16.	K. Padmanabha Nair ..	Gate Keeper.
17.	R. Gnanamuthu ..	Keyman.
18.	V. Raghavan ..	Gang Cooly.
19.	M. Kuppan ..	"
20.	Packirisamy ..	Gate Keeper.
21.	Paranjothi ..	Gang Cooly.
22.	Arayeeram ..	"
23.	Periambilai ..	"

Menials—(contd.)

No.	Name.	Designation.
24.	Periakaruppan ..	Gang Cooly.
25.	Pothan ..	"
26.	K. Muniandy ..	"
27.	Monthiyan ..	"
28.	Nallan ..	"
29.	Gnanamony ..	"
30.	Veerana Thevan ..	"
31.	V. Chinnathambi ..	"
32.	I. Chitrai Nadan ..	"
33.	A. Paul ..	"
34.	I. Devanesan ..	"
35.	M. Imbichikutty ..	Fitter Cooly.
36.	Kesavan Narayanan ..	Keyman.
37.	N. V. Govindan ..	"
38.	P. Krishnan ..	Gang Cooly.
39.	K. Ramiah ..	"
40.	R. Kunju Pillai ..	"
41.	V. Suruli Naidu ..	"
42.	R. Govindasamy ..	"
43.	M. Ramasamy Thevan ..	"
44.	K. Chintamani ..	"
45.	S. Periasamy ..	"
46.	Uthandan ..	"
47.	S. Velayudam ..	"
48.	Shemboga Karadayar ..	"
49.	Narayana Nanoo ..	"
50.	P. Gangadharan ..	"
51.	Parameswaran ..	"
52.	K. Narayanan ..	"
53.	Ramasamy Thevan ..	"
54.	V. Kuppan ..	Gate keeper.
55.	T. Kurukaman Nair ..	Gang Cooly.
56.	Nirakulathan ..	"

Ex-Employees.

1. Mr. A. Srinivasa Desikan .. Supervisor.
2. " M. Krishnan .. Maistry.
3. " E. J. Varghese .. Supervisor.
4. " M. J. Sivarimathan .. Permanent-way Inspector.
5. " G. Dhiraviam .. Tracer.
6. S. V. Muthuerulappan .. Gang Mate.
7. C. K. Thomas .. Gang Cooly.

MECHANICAL ENGINEERING.

Officers.

1. Mr. P. G. C. Peyton .. District Mechanical Engineer.
2. " D. A. Locke .. Assistant Mechanical Engineer.

Subordinates.

3. Mr. Kolandasamy .. Moulder.
4. " Kuppasamy ..
5. " G. Francis .. Fitter.
6. " Lalania ..
7. " Aravamuda Iyengar .. Tool & Stores Issuer.
8. B. Ondimuthu .. Cooly.
9. Mr. V. Herft .. Fireman.
10. " L. Wright ..
11. " C. Stephenson .. Weigh-bridge Inspector.
12. " W. O. Martin .. Driver.
13. " J. G. Dixon .. Driver, Special Grade.
14. " C. Thompson .. Shed Turner.
15. " L. C. Varden .. Driver.
16. D. V. Dennis .. Cooly.
17. K. Abdul Suban .. Carriage Cleaner.
18. E. Raghavan .. Loco. Cooly.
19. Mr. E. W. Venn .. Driver, Special Grade.
20. " H. A. Lavocah .. Driver.

TRAFFIC.

No.	Name.	Designation.
1.	Mr. M. A. Bantleman ..	District Train Controller.
2.	" R. Ramasami Naidu ..	Station Master.
3.	" J. A. F. Allis ..	Assistant Train Controller.
4.	" H. D. Ponniah Aseervatham.	Relieving Clerk.
5.	" P. J. O. Commerford ..	Ticket Collector.
6.	" C. T. Kovilath Kuniyil ..	General Clerk.
7.	K. Madhavan Nair ..	Pointsman.
8.	B. R. Sundaram ..	Flagman.

STORES.

1. Dianath Hussain .. Watchman.

MEDICAL.

Officers.

1. Dr. M. C. Condillac .. District Medical Officer.

Subordinates.

No.	Name.	Designation.
1.	Dr. R. V. N. Naidu ..	Assistant Surgeon.
2.	" S. Joseph ..	Sub-Assistant Surgeon.

COLONY COMMITTEE.

1. Mr. M. T. Osborne Jones .. Executive Officer, Golden Rock.
2. " P. R. Henry Isaac .. Assistant Inspector, Watch & Ward.

AUDIT.

1. Mr. C. V. Balasubramania Iyer .. Clerk.
2. " M. Ratnaswami ..
3. K. Mohamed Yusuff .. Peon.

ELECTRIC TRACTION.

1. Mr. L. P. Jeremiah .. Assistant Fitter.

(The list has been brought up to 20th February 1942.)

We publish below extracts from letters from men in "Service" overseas, working with Railway Units :—

SOMEWHERE IN IRAQ.

December, 10th, 1941.

MY DEAR.....

Your letter of the 14th ultimo as well as the 30th sent by Air Mail were to hand.

I am getting along quite O. K. here. The weather is very cold and we have got to wait for the ice to melt into water early in the morning so as to have a wash, etc. Even during the day time the cold wind is blowing. So much so we are compelled to wear the winter suit supplied to us. To make ourselves fit and be busy throughout the whole day we have got to attend parades, etc., at 9 o'clock which lasts only for about 30 minutes. By this it is very helpful for me to work in the office despite the cold wind. Of course I am wearing gloves throughout the whole day without which it is very difficult to do work of any kind with the hands.

With regard to getting letters from me you need not be worried as I will be getting this Air Mail Letter Card once in a week and without fail I shall drop letters regularly every week.

Yours affectionately,
(Sd.) T. M. K. VELU.

IRAQ,

22nd January, 1942.

DEAR SIR,

It is nearly three months since I have come on service overseas, and I am keeping good health. After a long interval being sent hither and thither I am now posted as a clerk in the Railway Survey Company. The procedure and nature of work are quite different and there is no rush of work as there used to be on our Railway.

As regards the climate the winter is slowly passing away and the summer is to set in about a fortnight. Both the climates are extremes. My only feeling is that I am not there among any friends and relations.

In our company Captain C. J. Wooldridge is working here who was pleased to see me.

Yours affectionately,
(Sd.) K. R. SEETHARAMAN.

* * * *

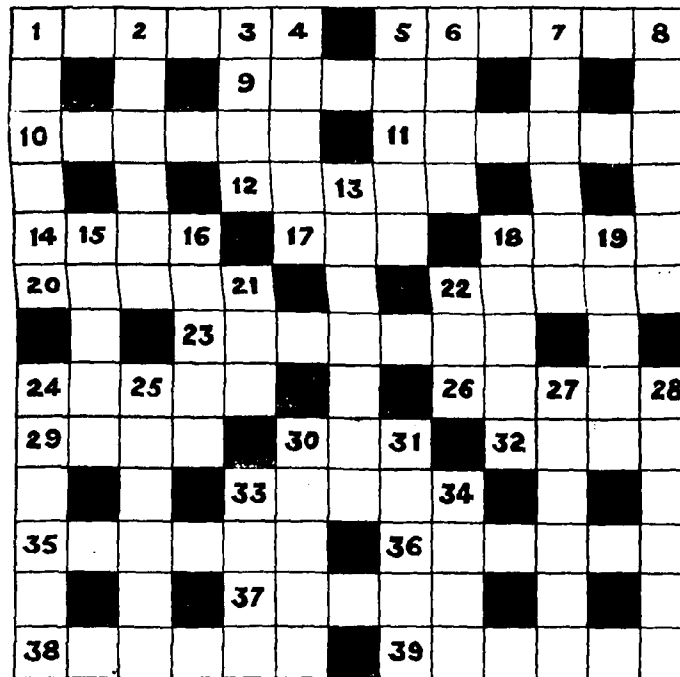
Nazi Commander, addressing the troops : " Boys, I just heard over the Berlin Radio that you have captured Siberia. Those are your orders."

WAR CALENDAR.

CROSSWORD PUZZLE No. 11. (For Amusement only.)

Across.

1. Brilliant.
5. Head-ropes for a horse.
9. Devoured.
10. Deprive of weapons.
11. Repeat.
12. Under.
14. Always.
17. Free.
18. Become fainter.
20. Drugs.
22. Punished.
23. Curative.
24. Brown hue.
26. Sore.
29. Supervise for publication.
30. Number.
32. Kind of bean.
33. Stays.
35. Astonished.
36. Electors.
37. Fresher.
38. Builds.
39. Nook.



Down.

1. Grafted.
2. Part of foot.
3. Medicinal plant.
4. Trainer.
5. King of Judaea.
6. Afresh.
7. Pertaining to Troy.
8. Staggered.
13. Confined.
15. Promised solemnly.
16. Send in payment.
18. Drops.
19. Rot.
21. Ocean.
22. Public Carriage.
24. Staid.
25. Buccaneer.
27. Geological sub-division.
28. Lifts up.
30. Mean movements.
31. Not at any time.
33. Crooked.
34. Tender.

SOLUTION FOR CROSSWORD PUZZLE No. 10.

Across.

1. Report.
5. Sports.
9. Late.
10. Gurgle.
11. Onward.
12. Lairs.
13. Roes.
16. Fete.
18. Duress.
19. Deaden.
20. Cement.
23. Grease.
26. Arid.
27. Died.
28. Frost.
30. Pickle.
31. Helmet.
32. Eaves.
33. Turned.
34. Stoned.

Down.

1. Regard.
2. Porter.
3. Rill.
4. Treats.
5. Stores.
6. Pens.
7. Reared.
8. Sadden.
14. Outer.
15. Sere.
16. Famed.
17. Tease.
20. Carpet.
21. Miner.
22. Thread.
23. Gashes.
24. Airmen.
25. Edited.
28. Flee.
29. Test.

AN USEFUL BOOK.

"A guide to elementary goods shed procedure" by Mr. B. W. Healy of the Bengal Nagpur Railway is a publication which will be well worth while for all Railwaymen engaged in goods shed work to possess and study. Compiled in the form of lessons, each lesson is devoted to one particular aspect of procedure. A separate chapter contains a number of useful questions, the correct answers to all of which would indicate a comprehensive assimilation of the subject. The final chapter deals separately with the definitions of railway expressions and abbreviations, a very useful section. All the chapters have been planned in conjunction with the official rule books and the book should prove of practical benefit to the Traffic Staff. Every alternate page is left blank to facilitate the recording of notes.

The book is priced at Re. 1-4-0 per copy and copies can be had of the author, Bengal Nagpur Railway, Kidderpore.

- 20-12-41 The British occupy Derna and Mekiti.
- 20-12-41 The Japanese land at Devao in Philippines.
- 22-12-41 Fourteen German Submarines sunk in the Atlantic.
- 23-12-41 Churchill arrives in Washington to confer with President Roosevelt.
- 24-12-41 Japanese land in Wake Island and Kuching (capital of Sarawak).
- 25-12-41 British capture Benghazi.
- 26-12-41 Churchill addresses the Congress of the United States of America. Hong Kong surrenders.
- 27-12-41 Manila bombed.
- 29-12-41 British withdraw from Ipoh.
- 30-12-41 Churchill addresses Canadian Parliament at Ottawa.
- 1-1-42 Japanese shell Hawaiian Islands. British withdraw from Saravak.
- 2-1-42 Japs enter Manila.
- 3-1-42 General Wavell appointed Supreme Commander-in-Chief in the Pacific. The Australian Air Force bombs Japanese mandatory Island Caroline.
- 26 Nations headed by Britain sign a joint declaration.
- 7-1-42 Japanese bomb Rangoon and Moulmein.
- 9-1-42 The Chinese attack Canton's Outer Defences.
- 11-1-42 Japanese invade Netherlands East Indies.
- 12-1-42 Kuala Lumpur evacuated.
- 17-1-42 The Halfaya Garrison surrenders to the British in Libya. 5,000 prisoners taken.
- 18-1-42 Japs bomb Singapore naval base.
- 21-1-42 Japanese 10,000 Tanker sunk in the Far East by an U. S. Flying Fortress. Japanese land in Johore.
- 25-1-42 Thailand declares War on Britain and the United States of America. Two merchant ships sunk in action in the Bay of Bengal.
- 26-1-42 American Troops arrive in north Ireland.
- 29-1-42 The U. S. A. Senate passes the 13 Billions Dollars Army Appropriation Bill.
- British Liner (7,000 tons) sunk off the Canadian Coast.
- 29-1-42 Brazil breaks off with Axis Powers.
- The House of Commons votes Confidence in Churchill by 464 to 1.
- 30-1-42 Germans claim capture of Benghazi.
- Hitler speaks—a distinctly sober one.
- 3-2-42 Japanese bombers raid Sourabaya.
- 5-2-42 Nahas Pasha forms new Wafd Ministry in Egypt.
- 10-2-42 Generalissimo Chiang-Kai-Sheik and his wife in Delhi.
- 12-2-42 Japanese occupy Martaban.
- 13-2-42 Scharnost, Prince Eugen and Gneisenau—German battle Cruisers slip away through Dover Straits.
- 14-2-42 Japanese bomb Palembang in Sumatra and land Paratroops.
- 15-2-42 Singapore surrenders after heroic resistance.
- 17-2-42 Churchill's Statement in Commons.
- 18-2-42 General Chiang-Kai-Sheik meets Gandhiji. Japanese land large numbers of troops in Indo-China for the invasion of Burma.
- 19-2-42 Port Darwin in Australia bombed by Japanese planes. War Cabinet changes in Britain.
- 20-2-42 Japs occupy Dutch Timor.
- 23-2-42 Part of Bali Island overrun by Japs. Californian Coast shelled by Axis submarines.
- 27-2-42 Naval battle in the Java sea. Heavy Japanese losses.
- 28-2-42 Sourabaya and Rangoon bombarded.
- 1-3-42 Japanese land in Java. Situation near Rangoon serious. Military take control.
- 2-3-42 Japanese cross Sittang river.
- 3-3-42 General Wavell reappointed Commander-in-Chief for India.
- 5-3-42 Wavell meets Chiang-Kai-Sheik at Lashio.
- 6-3-42 Dutch evacuate Batavia.
- 8-3-42 Bandoeng in Java encircled by Japanese.
- 15-3-42 Japanese Army occupies Rangoon.
- 18-3-42 General MacArthur appointed Commander-in-Chief of Australia.
- 23-3-42 Sir Stafford Cripps arrives in India.
- 24-3-42 Andamans occupied by Japanese.

DO YOU KNOW.

When a long distance train stops at a station, why does a man go along and tap the wheels?

During the running of the train a wheel might develop a fault, and if it did, an accident might result. The man is skilled in knowing the sound given off when a wheel in good condition is tapped; he also knows the sound which would result if the wheel were faulty. So he goes along and taps and listens. If a flaw is discovered, the coach would be immediately changed.

* * * *

Why are Railway lines higher on the outside of a curve than on the inside?

It is in order to throw the weight of the train over the inner wheels. This unbalances the train and counteracts the straight-ahead impetus which would affect the train if it preserved its usual balance.

One ton of waste paper would produce any of the following things:

1,500 shell containers or 9,000 shell fuse components or 11,000 mine assemblies or 47,000 25 pounder shell caps, 71,000 dust covers for aero engines, 36,000 cut out targets and 3,000 boxes for aero-cannon shells.

* * * *

That the contributions of the South Indian Railway staff to the War Fund amounted to Rs. 15,392-6-0 during 1941 which by no means is a mean sum.

* * * *

Why are the sections of wood upon which a railway line is laid called 'Sleepers'?

It is often suggested that 'sleepers' are so called because they lie still in the bed of the Railway track. There is no foundation for this explanation. A sleeper takes its name from the Norwegian word SLEIP which means the material used in making a track suitable for dragging things over.

* * * *

Why is a pocket knife spoken of as a pen knife?

During the days when people wrote with quills they had to be trimmed constantly for which purpose it was the custom to carry a knife—hence pen knife.

SCHOOLBOY HOWLERS.

The Tropic of cancer is a rare disease.

Every year the Pope sends missionaries to invert the Chinese.

An epistle is the wife of an apostle.

Paradise is what happens when your arm goes stiff.

In the United States people are always put to death by elocution.

Chivalry is the attitude of a man to a strange woman.

A detective is a man who searches out the mysteries of things in his private clothes.

The liver is an infernal organ.

A pessimist is a man who is never happy unless he is miserable.

Algebra is the wife of Euclid.

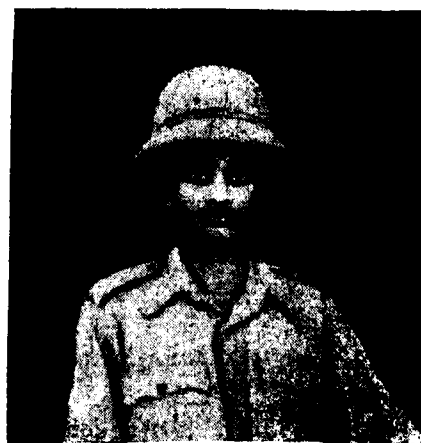
The difference between a window and a widow is that you can see through the former.

An antidote is a funny story you have heard before.

A polygon with seven sides is called a hooligan.

A passive verb is one in which the subject is the sufferer such as "He married her."

* * * *



Mr. M. Ratnaswami, now in 'War Service'.

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Trivandrum-Nedumangad	Quilon-Kottayam
Nagercoil-Cape Comorin	Quilon-Shenkotta

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We are coping with this unprecedented demand by working our factories day and night, conscious, too, of the occasional need to neglect our civilian clientele. When that occurs—we beg their indulgence.

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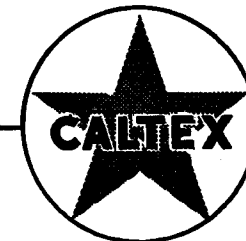
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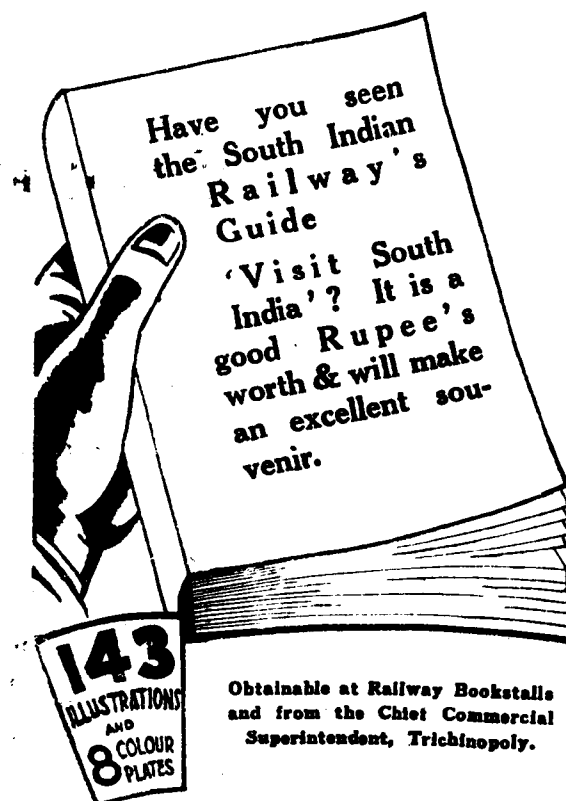
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Cochin is, admittedly, a land of beauty. It has a rich variety of splendid scenery, the like of which few places in India can boast of.

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.

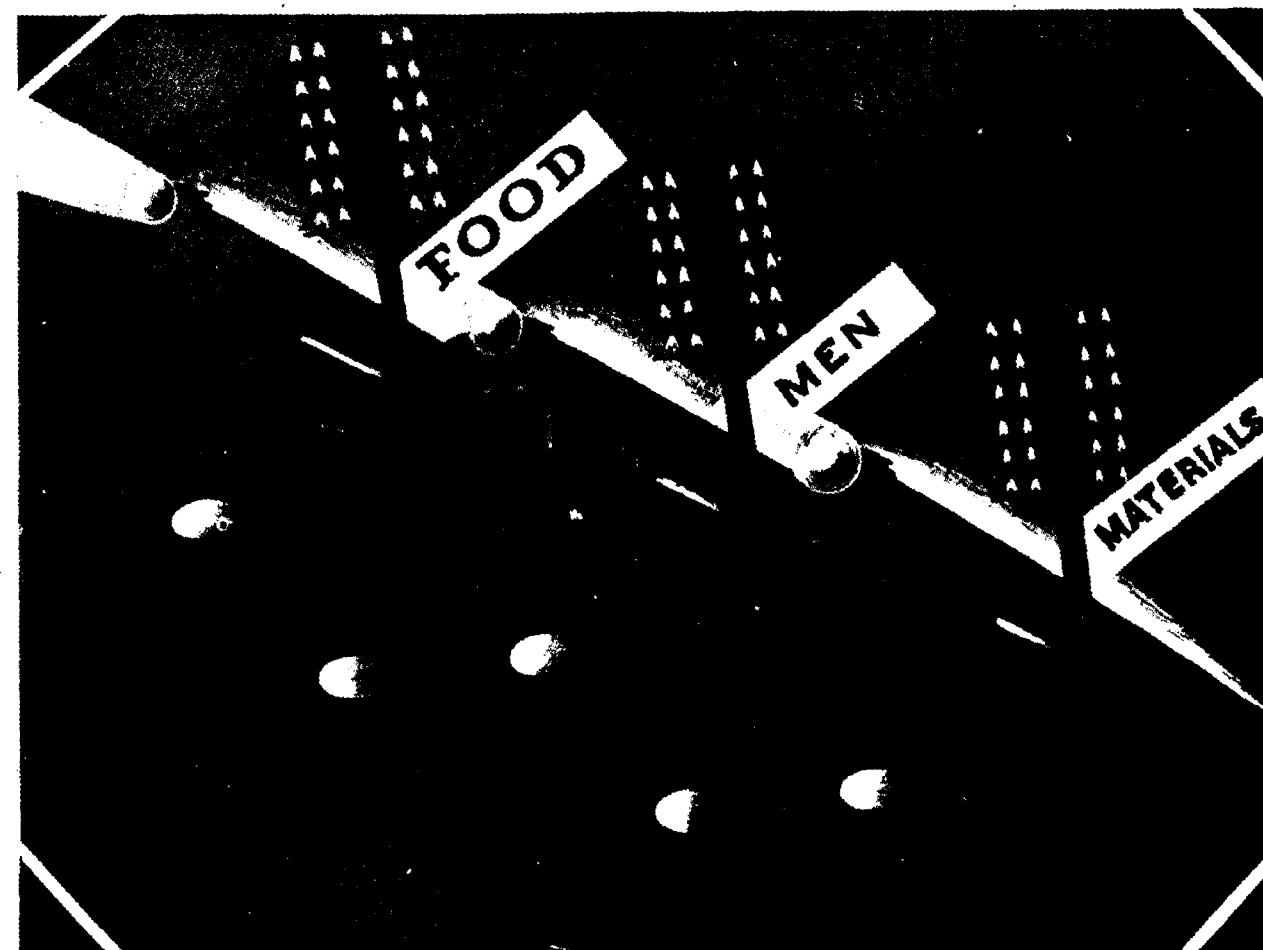
Possessed of a historical background, replete with romance and adventure, and of a distinctive culture and civilisation, Cochin has several fascinating features that mark it out from the rest of India. There is, in fact, a good deal in its social, religious and economic institutions that will provide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

THE RAILWAYS

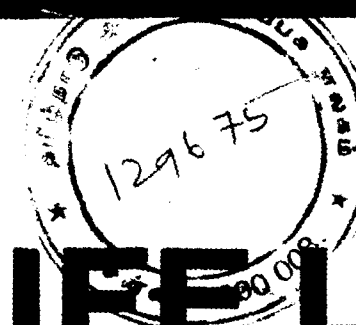


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