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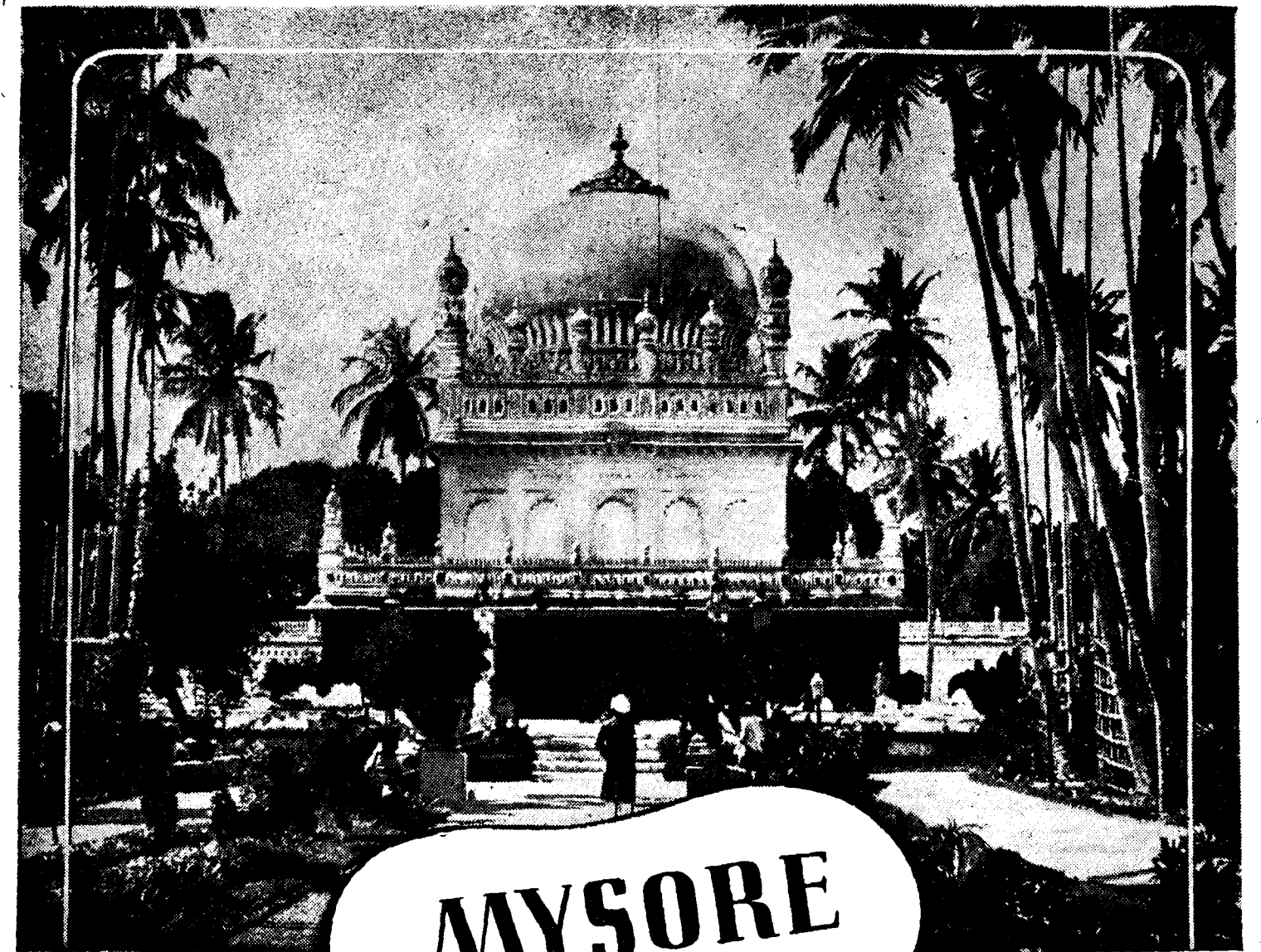
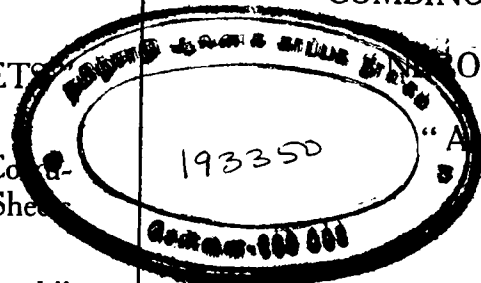
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MYSORE



Photo by courtesy
Indian Railway.

Mausoleum of Tippu
Sultan, Seringapatam.

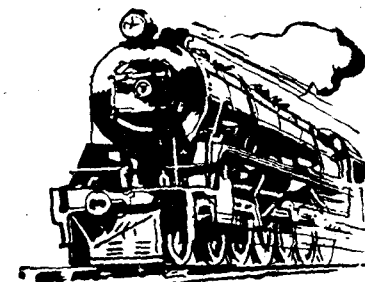
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SOUTH INDIAN RAILWAY MAGAZINE



JANUARY

1942

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Sunrise in the Cauvery.

EDITORIAL NOTICE

Subscription Re. 1 per annum. Single Copy As. 4.
(Issued quarterly, Post Free.)

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

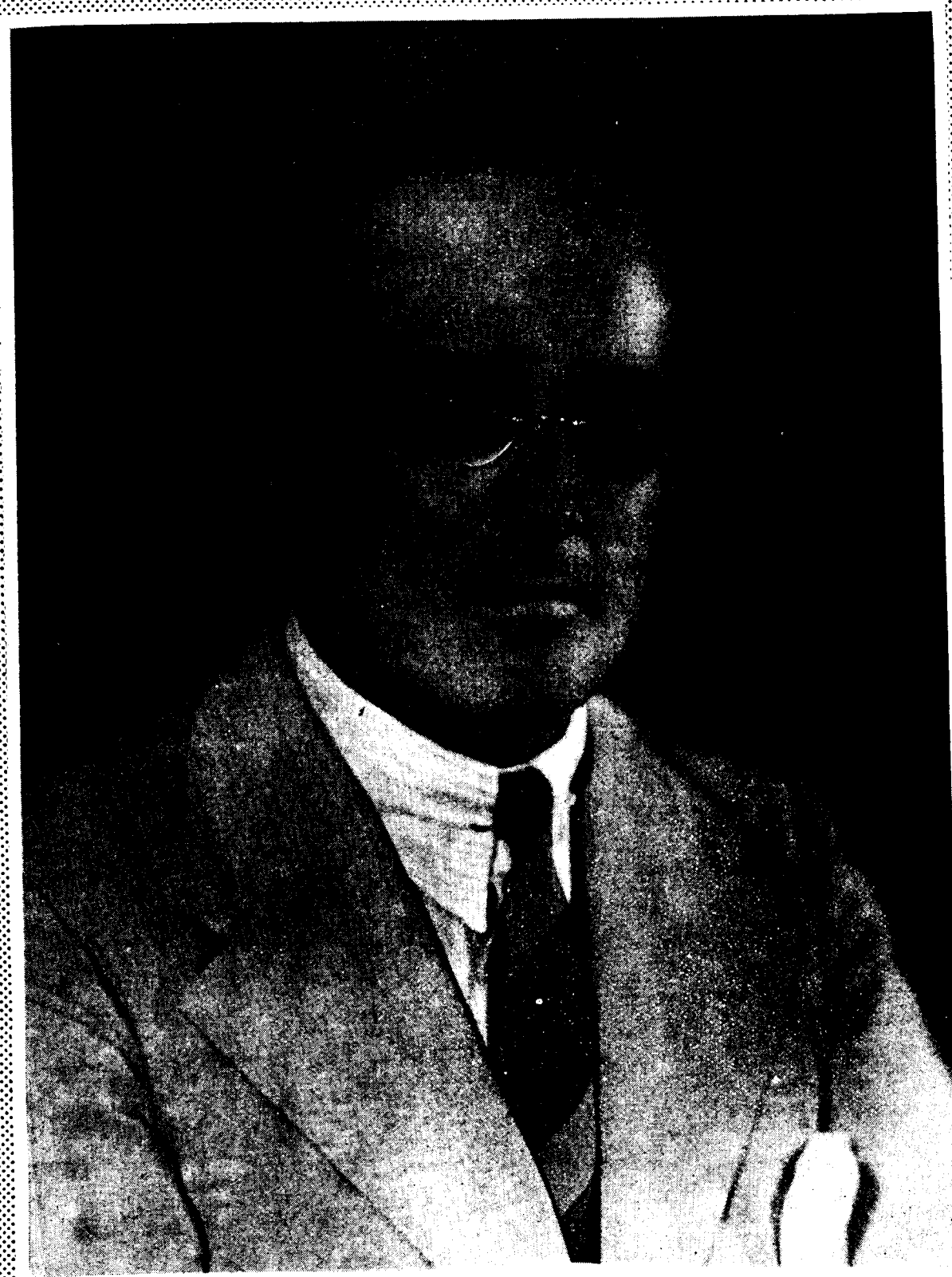
Reports of prominent sporting events, Institute activities, etc., are particularly welcome provided they are 'short' and 'well written'. Photographs may also be sent.

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

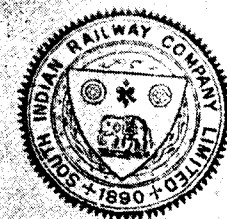
All matters intended for publication in the next issue must reach the Editor before the 20th February, 1942.

Frontispiece:

Pilgrims bathing in the Mahamagham Tank, Kumbakonam.
The next Mahamagham comes off in 1945.



T.L.
 X 415 m 211 N 3731
 N 42
 Mr. J. F. C. REYNOLDS
 Ag. Agent and General Manager
 193350



TRICHINOPOLY 6th December, 1941.

The year which has seen such tragic happenings and repressions is now almost at its close; still further countries have been overrun by our enemies with consequent loss of life and liberty, and even as I write the spread of the war to the Far East would appear to hang in the balance.

So far India has been spared the horrors of war and that this is so is due to no mean extent to the valour and heroism of the Indian troops in Egypt, Iraq and Syria who have done so much to halt Axis aggression in the Near East during the year. The future, however, is not secure and lies darkly before us, and I now appeal to all Railwaymen, their relations, and their friends to do all they can to ensure India's safety and to safeguard the position of our troops who are already in the theatres of war by joining the Railway Units which are now being formed; transport is the order of the day, and without adequate communications the actual fighting troops, however magnificent they may be, are not only hampered but actually endangered in the conduct of their operations in the field. A great responsibility rests upon us.

It is in the trust that this responsibility will be fulfilled, and India's far flung defence frontiers be supported by adequate land and sea communications, that I wish all our staff a happy New Year.

W. L.



NOTES & COMMENTS

Greetings

We wish all our Readers a very happy and a prosperous NEW YEAR. We would repeat the words of President Roosevelt: "We have not lost our faith in the spiritual dignity of man, our proud belief in the right of all people to live out their lives in freedom and with equal treatment. . . . and let us pray for a speedy end to strife and the establishment on earth of freedom, brotherhood and justice for enduring time."

Ourselves

With our October 1941 issue this magazine entered its fourth year, and it is hoped we shall be able to continue it despite the increased cost of production. We have striven to present interesting railway news of benefit to railwaymen and to the public and we hope we have been of some service to both.

An Explanation

The recent cancellation of the several concessions in fares over the Railway could not be avoided as it must have been realised for sometime, that the position no longer existed where concessions in fares designed on commercial principles to increase travel and revenue could be justified. The Railways have felt increasingly during the past year difficulty in providing the additional equipment and services necessary to meet traffic requirements under war conditions. Whilst all Railways are endeavouring to afford as full a passenger train service as possible, it is only to be expected that further curtailments may become necessary in order to enable the traffic essential to the life of the country and for the prosecution of the war to be carried without let or hindrance.

Transport Co-ordination

At the fifth session of the Transport Advisory Council the problems of co-ordination of rail and road

transport, taxation of motor vehicles and a draft Highway Code were discussed.

The Council recommended that Provincial Governments individually or in association in convenient groups should consider the establishment of Boards of Transport consisting of representatives of the Governments concerned, the Railways and other Transport authorities.

An Advisory Board of Transport for Madras has already been formed and according to a Government communique.

"The Board will survey the existing facilities for transport whether by road or rail or water, consider the demands made by the Government and the public and tender advice on the co-ordination of the supply of and of the demands for transport."

The Board will be constituted of the Chairman of the Central Road Traffic Board, the Chief Engineer to the Government for Irrigation, representatives of the S. I. Railway and M. & S. M. Railway, one from the Army and the Secretary to the Government in the Home Department. The second Adviser to the Governor of Madras will be the Chairman and the Secretary to the Government in the P.W.D. will be the Secretary of the Board.

War-time transport presents numerous problems which require urgent solution and the Board will no doubt soon justify itself.

The Seven Nazi Rules

In a country where the individual exists only for and as a part of the Nazi State it is not surprising that regulations provide for "community behaviour" even while travelling. Below are seven rules for travelling in Nazi land:—

- (1) Do not travel unless you must; if you do, don't complain.

- (2) Limit your luggage to the barest necessities, compressed into the minimum dimensions, requiring the least possible carriage space.
- (3) Say good-bye outside the barrier so as to avoid crowding the platforms.
- (4) Inside the compartment passengers must form themselves into a team, headed by the person who has been there longest, and who is authorised to settle differences about seating, to decide about the use of luggage racks, to order the passengers to sit as tightly wedged as possible so as to squeeze in one more than the seats normally hold, to take the initiative frequently during the journey in suggesting tactfully and politely but firmly, that sitters should change place with those who are standing.

- (5) Cultivate the team spirit against inconsiderate fighting for seats and against elbow-diggers; if conciliatory words are without effect, employ sharpness and finally call the guard.

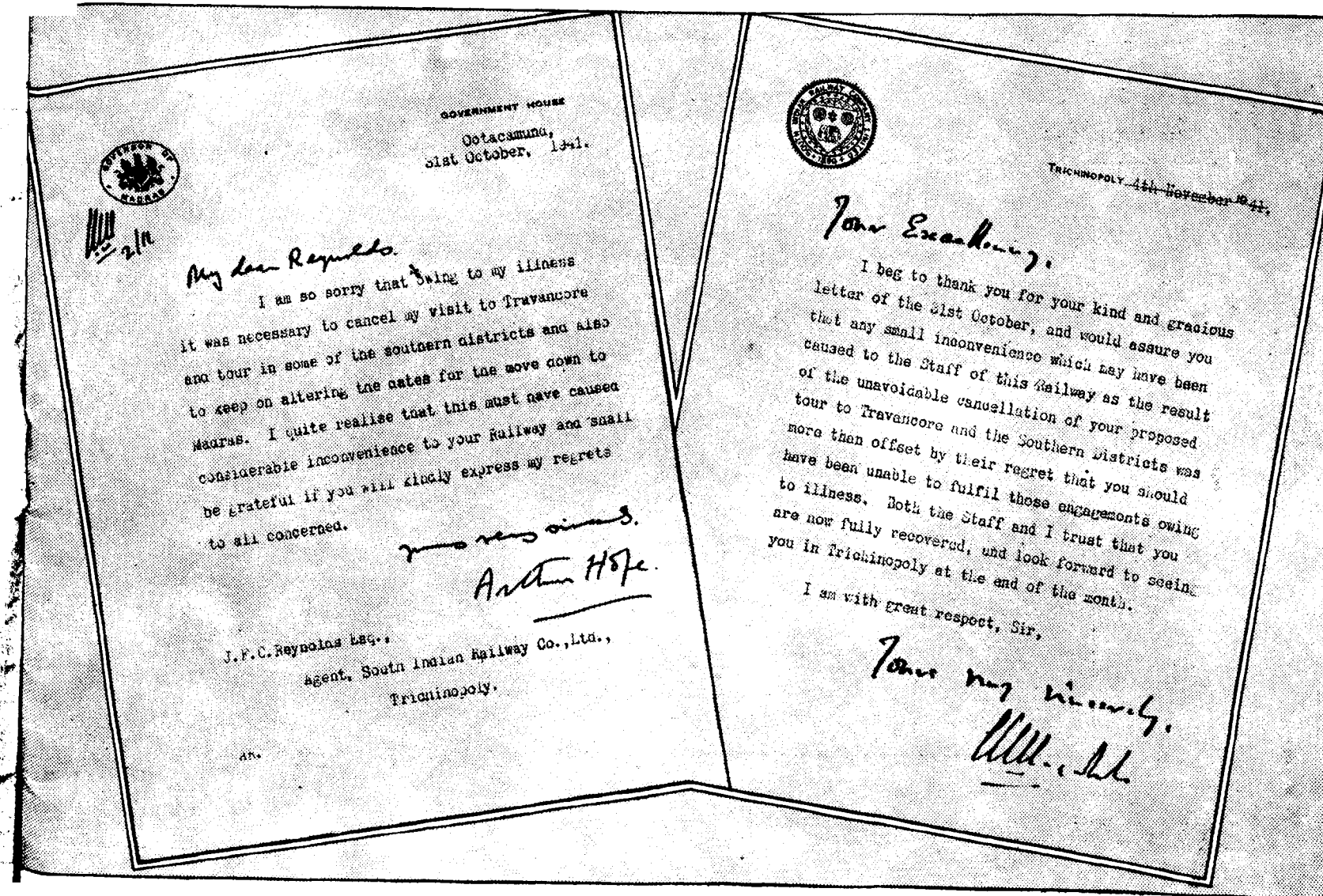
- (6) Do not bother guards and station officials needlessly; they are always overworked.

- (7) Observe the same rules on the journey home.

There must be undoubted and implacable sanctions behind these rules.

H. E. The Governor's Tour

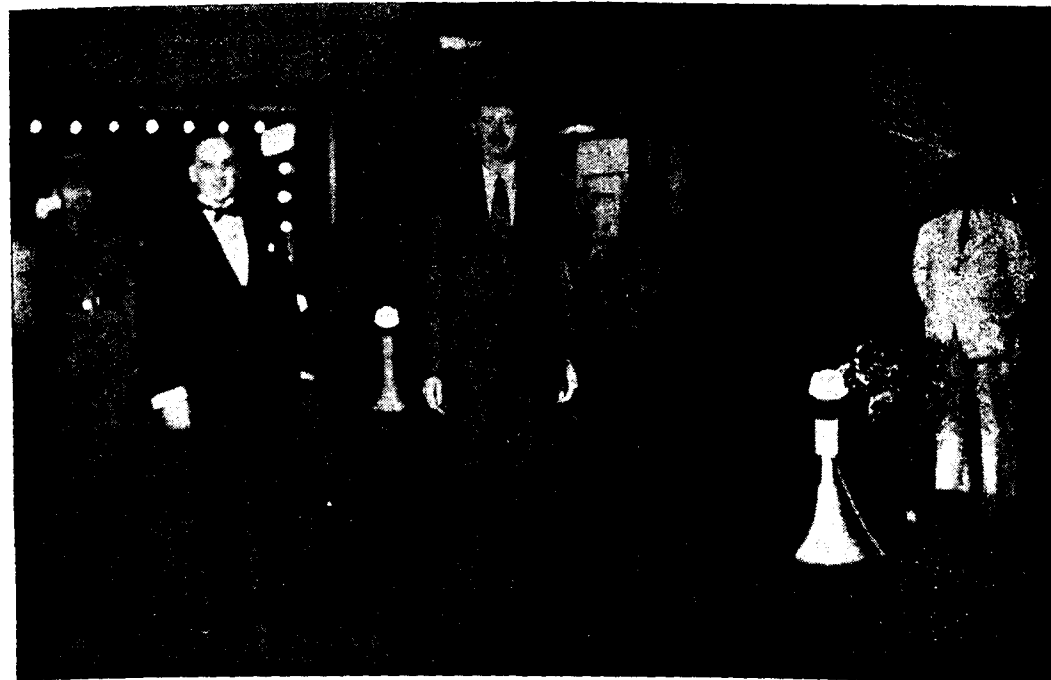
We were not a little disappointed that His Excellency Sir Arthur Hope, the Governor of Madras, had to cancel his proposed tour of South India in October-November, due to continued indisposition. We are glad, however, that he has recovered.



Elsewhere we publish His Excellency's communication to our Agent and General Manager and the latter's reply thereto.

Their Excellencies in Trichinopoly.

Their Excellencies, the Governor and Lady Hope paid a visit to Trichinopoly on 27th November, 1941. They arrived by air on 27th November and His Excellency the Governor visited Karur by train in the afternoon. During their stay in Trichinopoly they were the guests of Mr. J. F. C. Reynolds, the Agent and General Manager. Their Excellencies fulfilled numerous public engagements during their stay in the city. His Excellency inspected the Technical Training Group under the command of Major T. L. Shield, E.D. on 23th November, 1941. Her Excellency also had a busy programme inspecting the Railway Ambulance Association and the Nursing Division on 28th November, 1941. On the 29th night His Excellency attended a Boxing Tournament conducted in aid of the War Fund and left by Special Train for Chidambaram the next day. Lady Hope left earlier by air for Madras.



His Excellency was received at the Station by Mr. J. F. C. Reynolds, Agent and General Manager.

Opportunities for Service

Sir Andrew Clow said at the Railway Conference,

"We are privileged in living in one of the great periods of history. We have opportunities of service which far exceed our youthful dreams. We have been called to engage in a more decisive struggle than the world has known, for the liberty and progress not merely of our fellows but of generations to come. In this achievement and in the strife itself we have a reward worthy of greatest efforts and of our most poignant sacrifices."

We publish elsewhere in this issue particulars of the Railway Military Units. For men in Railway service this affords an excellent opportunity to serve their country and gain valuable experience.

The Season

It is not often that prophecies come true. But the Weather Prophets of Poona did truly forecast the storm and flood that burst on the East Coast on the 28th of November, 1941 which caused not a little inconvenience and loss to many, the Railway being one of the worst sufferers. The engine of No. 6 train capsized between Kille and Porto Novo



Her Excellency at the Golden Rock School.

on the night of December 3rd. The Driver was injured and a Fireman is still missing. Luckily there was no injury to passengers, but a Railway Officer who was in the carriage immediately adjacent to the engine was injured and is progressing in

hospital. At several places on the chord line, the line was breached and all train services to Madras had to be suspended on both the Main and Chord lines, until the 9th December, 1941.



The accident due to breaches between Kille and Porto Novo.



Late Rao Bahadur V. Thiruvengadathan Chettiar

It is with deep feelings of regret that we have to record the demise of Rao Bahadur V. Thiruvengadathan Chettiar, Senior Partner of the firm, Messrs. Hoe & Co., on the 10th December 1941, at his residence in Madras.

The late Mr. Chettiar, coming from a family with high business traditions, was responsible for making the concern of his grandfather, V. Perumall Chetty and Sons, into the flourishing institution that it is to-day. The original business was founded more than a century ago and their new buildings were opened in 1914, by Mr. Neville Priestley, then Managing Director of the South Indian Railway. His association with this Railway began in 1899. In 1918, he purchased from the Government of India, the Madras Pencil Factory.

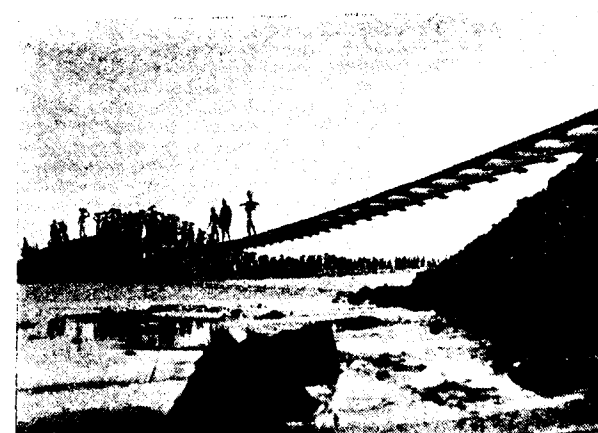
Mr. Chettiar had travelled extensively in Europe and America, and had a wide circle of friends and associations, all over. He was well known for his

charitable and philanthropic disposition and several charities and Trusts were being maintained by him. Besides being a Director of the Imperial Bank of India and the Mysore Paper Mills, he was one of the trustees of Pachiappa's Charities. His public services were fittingly recognized and the title of 'Rao Bahadur' was conferred on him in 1937.

In his death, South India has lost not only a man with singular business acumen, but a great philanthropist. We convey our sincere condolences to his bereaved wife.

The World at War

With the declaration of War by Japan in the early morning of Sunday the 7th December, 1941 the whole world is now in a state of war. The New Year has dawned with no happy memories. India can be no mere spectator of these tremendous events. As His Excellency the Viceroy said, "We stand to-day at a crucial moment in the history of mankind. Throughout the world mighty forces are engaged in a titanic struggle the outcome of which will affect the destinies of the human race for centuries. In the Far East the clouds that we have watched gathering for so long have burst in a storm that brings the menace of war even more closely to this land." The gospel of love has been preached in the East and in the West but Nations have only paid lip sympathy to ideals. There are modern saints who still hope to fashion the world after their own heart, a world welded in peace and love; lesser mortals can but 'Hope' and in the meanwhile we must play our part with courage and faith in the struggle of the democratic nations for liberty and freedom—with courage in our mission and faith in our own future in the world yet to be.



Another breach spot.



LONDON TAKES IT CALMLY.

HERE'S Hearty Christmas and New Year Greetings to readers everywhere. Every one of the 555,337 determined men and women employees on the Home railways would wish to join in this seasonal expression of goodwill, and to send to their colleagues on the railways of India their warm encouragement and thanks for all you are doing to help in the overthrow of aggression and Nazi tyranny.

A great responsibility and a great privilege has fallen upon railway folk in Britain and India alike during the year that now draws to a close. Here at Home, railway employees of every grade have been called upon to face the severest trials, but never once have they failed in their vital task of keeping traffic moving. You in India have seen the war spread eastwards to Russia, and nobody knows just what the future may hold. The riches of India are spoils the Nazis would dearly like to acquire, and you Indian railway men may be put to the severest tests in the future. However, we know that, like your colleagues at Home, you will be prepared for anything, and will tackle the worst that the Hun can give with fortitude and determination, backed up by the immense strength of the whole of our free peoples. Because of the immense issues at stake, it is truly a privilege to serve democracy at this moment.

Looking back on the past twelve months, Home railway folk have rare cause for satisfaction. The Hun has successfully been kept at bay, and as the year closes we pass from the defensive to the offensive. Those trying months spent by railway employees

battling through the blitz, or keeping traffic moving beside the Channel within range of the Nazi big guns, have not been spent in vain. Every need of defence and industry has been promptly met, and our railway machine is to-day relatively sounder and more efficient than ever. By now our railway men and women have got the true measure of the Nazis, and in toil, sweat and blood they have discovered their own tremendous strength.

Supreme Sacrifice

Very much in all our thoughts at this season are those gallant and unassuming brother railway men who have paid the supreme sacrifice that we might live. Some fall far from home on the field of battle; others died heroically in railway uniform while at the locomotive throttle, in the signal box or out on the track. A few passed away as they sat, patiently and bravely, comforting their loved ones at home during the worst of the blitz. Heroes all, we salute you! Better still, we solemnly pledge ourselves to carry on the sacred fight in which you fell, until victory is won and freedom once more reigns.

This is the Third Christmas of the present war, and while in Britain much of the carefree jollity normally associated with the season will necessarily be absent, we shall all keep Christmas as best as we can, particularly for the children's sake. These blitzed kiddies of the Homeland are made of wonderful stuff, and if you could see some of the youngsters from badly-hit cities like London or Liverpool, Bristol or Plymouth, as they sit around the Christmas table in the homes of their war-time guardians—for

ARTHUR L. STEAD.

so many have been evacuated from their own homes—you would be heartened immeasurably. In many cases, the parents will be unable to share the Christmas celebrations with their children, for civilian railway travel is not now encouraged; but all will keep a brave face, for perhaps by another Christmas the evil monster which threatens the world will finally have been effaced. Christmas fare will, of course, be on the lean side. There may be puddings, but they will be very small and very plain, while the same applies to the Christmas cakes and other seasonal delicacies. But rationing covers everyone, and none will complain. We remember, you see, that over on the continent of Europe there are even harer tables, and in any event we are happily spared having an S. S. man or gestappo agent lurking round and perhaps even probing the Christmas pudding to discover some concealed message.

During the past few months enemy air attacks on Britain have eased off considerably, but with the arrival of winter it seems certain the Nazis will again send all the aircraft they can spare from the eastern front and elsewhere to resume the night offensive on this tight little island. Should this happen, once again our railway employees will demonstrate their calmness and heroism under fire. I have previously told you of the gallantry of individual railway men and women in air attacks on Britain, and month by month further outstanding stories of heroism and loyalty on their part are recorded.

Creaks and Groans from Berlin

While the railways of Britain are to-day in as splendid condition and as efficient as ever they were, indications are that across the Channel, in the lands overrun by the Nazis as well as in Germany itself, the railways are beginning to show distinct signs of cracking under the strains of war. There is nothing approaching a real mix-up as yet, of course, but the creaks and groans coming from the far-flung transport network controlled by Berlin are making themselves heard, and in the months that lie ahead we may look for more serious deterioration of the enemy's machine of movement. More than half of the mileage of the railways used by the Nazis lies in unfortunate overrun countries like

Norway, Denmark, Holland, Belgium, Poland and Czechoslovakia, where railway employees in the main only carry on their duties at the pistol-point, ever eager to put obstacles in the way of smooth operation, and ever looking forward to the day when they can overthrow the oppressors. Added to these difficulties, the Nazis have to face ever increasing bombing attacks by our gallant airmen. Cologne, Berlin, Hamburg, Hamm, Hanover, Dusseldorf and a host of other German railway strong points are receiving tremendous punishment, and these attacks, we know, produce serious dislocation. Saboteurs, too, always are on the look-out for means of damaging the Nazi transportation machine, and these bold patriots, working together in connection with the new "V" campaign, are responsible for many derailments and other damage to the German rail network. On the Russian railways captured by the Nazis, guerrilla fighters pursue their successful wrecking policy by day and night, adding to the difficulties faced by the aggressors because of the difference between the German 4 feet 8½ inches track gauge and the Russian 5 feet gauge.

Russians Stick to Their Posts

Russian railway men are performing real service on behalf of humanity these days, and one can have nothing but praise for the stout manner in which the Russian men and women railway employees have stuck to their posts and backed up the efforts of their comrades in the armed forces. In this land, measuring some 5,000 miles from east to west, and 2,000 miles from north to south, railways have been productive of fine development in agriculture and industry. Headquarters of the Russian railways are situated in Moscow, and altogether some 1,040,000 workers are engaged on the various lines. In recent years big improvement plans have been successfully carried out. Main lines have been laid with heavier rails, more powerful locomotives have been introduced, stations have been enlarged and modernised, signalling improved, and scientific operating methods brought into being. Electrification has been effected on a big scale, the Moscow city and suburban electrification being one of the largest plans of its kind in the world. Incidentally, in bringing this work into being, the Moscow

authorities very wisely made provision for the utilisation of the underground stations as very efficient air raid shelters and this precaution is to-day proving of the greatest value. The great Trans-Siberian route, linking Europe with the Orient, is one of the most remarkable railways in the world, bringing London within about sixteen days' journey of Tokio and Shanghai in normal times, this being a distance of about 8,000 miles.

Nails for Hitler's Coffin

The war constantly serves to emphasise the dependance of the democratic countries of the world one on the other, and it is a particularly thrilling thought these days to picture railway men in lands far removed from each other all working away in the common cause of freedom. From one end of the globe to the other the sinews of war are being transported by railway workers and their colleagues engaged on ocean movement, and never a second passes without railway men in some corner of the earth thus hammering another nail in the coffin of Hitlerism. Across the great plains of India, railway men are hurrying essential munitions of war, just as over the rolling prairies of Canada our brothers in the Land of the Maple Leaf are transporting guns and planes, tanks and ammunition. Through the North and South Islands of New Zealand, freight trains laden with war supplies and foodstuffs are speeding. In Australia, the railway workers are equally busy backing up humanity's effort. South Africa, Rhodesia, the Malay States, and a host of other liberty-loving lands, all have their great railway armies contributing to the common cause; while in that immensely wealthy country, the United States, the railways are performing prodigious tasks to enable the "arsenal of democracy" to function at top speed.

America Helps

The railways of the United States are in a very fine position to aid in the struggle against aggression, for, during the past few years they have steadily improved their tracks, and added to their equipment of all kinds. All over America armaments and plane factories have sprung up, while big military camps

also have been constructed up and down the country. All these points are served by the "railroads", and all indications go to show that the carriers will be able to meet every demand made upon them by national defence and the aid to the democracies plan. Quite apart from the big contribution the U.S. railways are making to the common effort in transporting war traffics, American railway workers are helping their colleagues in Britain and the other free lands in a great many much appreciated directions. The employees of the Baltimore & Ohio Railway, for example, recently got together and subscribed sufficient money to purchase a special ambulance plane for use in rescuing the crews of R.A.F. machines shot down in the Channel. In addition, they contributed funds to maintain a home for from twenty to thirty orphan children in England, and to provide wireless sets for use in hostels and shops on the Home railways. Other American railway workers have given mobile canteens and ambulances to succour their English comrades working through the black-out and the Blitz and altogether the spirit of helpfulness and good fellowship is much apparent in the daily activities of our American cousins on behalf of their friends in the free countries now suffering through the war.

Still the Cheery Old Capital

Dear old London Town, after long months of war, still remains the cheery go-ahead capital it ever was. True, we have women porters on the railways, women conductors on the buses, and women workers everywhere. But everywhere you see confident and smiling faces, and from Winston Churchill down to the humblest newspaper seller it would be hard to find a dismal Londoner. The metropolis, by the way, has just celebrated the one hundredth birthday of its oldest railway station—Fenchurch Street—which, for the first twenty years of its existence was the only London terminal actually within the City boundaries. Well, the old and the new mingle splendidly together in this great centre of liberty, and out of the combination of its historic heritage and the new experience of modern war, there has arisen that fine thing we term the "Spirit of London", a spirit which makes light of every danger, and light-hearted heroes out of every humble citizen.



SHORT STORY

THE ROMAN RING.

THE Hon. RICHARD PAUL HENRY FORTESCUE, private of the line, spat with precision into the dust at the side of the road and cursed fluently.

"You said it, cocky". The little Cockney who was marching at his side in the long column of "threes" eased the sling of his rifle as he spoke. "These yere ruddy route marches are that and then some."

He looked away down the long line in front of him. They were marching in full equipment and his immediate horizon was composed mainly of tin hats swaying with that peculiar motion that is familiar to one who has taken part in that pleasant pastime, a "route march". There was hardly any talk, and no singing, for the men were very tired, and almost at the end of a long day of battle manoeuvres.

The Hon. Richard . . . "Dickbird" to his brothers in arms. . . swallowed painfully before replying to his friend.

"Erb", he said, "that, if anything, is an understatement. This is a far, far better thing I do than I have ever done, and a far, far longer way I tread."

They had seen service in France together, and were now part of the "invading Army" in full scale exercises on the Scottish border.

"Gordstrufe, yes," agreed Mr. 'Erb' Iggins with feeling. "They carried us around in blinkin lorries in France . . . until we had to get out", he added thoughtfully.

"Thank God", he said as a sergeant came trotting down the line of marching men and passed to the front, "that must be for "fall out".

Sure enough, in a few minutes the whistle shrilled, and instantly the scene of their halt became, despite weariness, a hive of industry. It was late afternoon and they would march no more that day. On this miniature campaign they would sleep tonight under the stars.

Half an hour later, fed and rested, Richard lay blinking at the slanting rays of the setting sun. He sat staring at the tall old tree that was seemingly

bathed in fire as the sun outlined it. It was set on a peculiar outcrop of rock, that, viewed from this angle, looked like a heavy gun going into action. He smiled to himself. He was always cursed with too much imagination.

"Got a nail, cocky?" 'Erb bawled across the intervening space, caught the thrown packet of cigarettes deftly, bowed politely to Richard by way of thanks, lit one, and absently put the packet in his flap pocket. Richard grinned, turned over and went to sleep. Just like that.

It was the sleep of good health and a good digestion, for the British soldier does not possess a conscience.

It was dark when he woke. He lay looking at the stars in the night sky and then tried to roll over on his back. Something dug with painful violence into his side. Damn, he thought, hadn't he taken his bayonet off? He reached down and hauled it out. The rasp seemed unfamiliar. He sat up

WILLIAM J. RING.

suddenly. In his hand was a heavy, two-sided, short bladed sword. He stared in amazement.

Something glittering at his feet caught his attention. A big bronze shield lay there. There was an inscription on it he recognised as Latin. To his astonishment, for he had taken modern languages at school and knew no Latin, he read it with ease.

'The Tenth Cohort, of the Fifty Seventh Legion of the Ulpia Vultrex'.

Quite suddenly he was amazed no longer. He remembered now. Was he not Lars Sextus, Centurion in the 10th Legion, a British born Roman on his way to reinforce the garrison on the Wall?

The big shield was slung on his back skilfully in such a position that it was no check upon his movements; he tossed the long spear from his left hand to his right and started on his rounds.

He was halted by the first picket within fifty yards.

"Quo Vadis?"

"It is I", he replied and gave the countersign. There came the thud of a grounded spear.

"Why are there double pickets tonight?", he asked.

The outposts looked at each other and then at their officer.

"We are but ten miles from the sea and from the wall. The Winged Hats may come down upon us."

He turned away feeling foolish. Had he not himself placed the pickets but an hour ago? He must be getting unbelievably forgetful. A mere ten miles from the sea and he was foolish enough to ask "why double pickets?"

He fingered the ring his father had given him before he left for service on the Wall. It was a family heirloom and had been handed down from father to son since the time it had come to Britain on the hand of the first Sextus who had followed Caesar.

He must be very careful of that ring. Make sure that it did not fall into unworthy hands. He remembered his father's last words "Guard it well, my son, for thy father and his father"

"Quo Vadis?"

The challenge rang through the darkness that precedes the false dawn. He gave the password and once again there came the rattle of a grounded spear. Evidently all the outposts were alert. They were good men. Born, like himself, in Britain and had never seen Rome. British-born Romans. They composed the main body of troops that held the Wall at the present time. The troops he was on his way to reinforce. He remembered his first glimpse of the famous Wall that Hadrien had built to keep back the hordes of Painted People.

It had been late last night as the sun was setting. He had stood by a solitary tree on an outcrop of rock and looked away across the darkening valley to the long straggling thread that was the Wall. Under the nearer side there was that sprawling dark patch that showed the booths and shops and houses of that peculiar town that sprang into being under the shadow of the Wall. On the far side was desolation. Long stretches of wild gorse and hillside that might conceal a thousand watching foes.

He stood and thought of all the stories he had heard. Of how the Picts, the Painted People, would ally themselves to the Winged Hats and make a furious attempt to pierce the long line of watch towers that composed Britain's main defence against their hordes.

Then, quite suddenly, they would draw off, and there would be peace for months, may be years. He recalled that there had been no trouble at the Wall for many years now and he had heard that the garrison was getting careless. Now that Maximus, self-styled Emperor of Britain was away fighting Theodosius, the time was ripe for another revolt. He therefore, had been sent North with his Cohort to stiffen the discipline and to reinforce the strength of the garrison.

He turned and strode away across the gorse to where the shadow of the last outpost loomed through the darkness. The challenge and the countersign followed.

Was all well? They were not sure. They had seen something moving in the long grass over yonder but had been unable to make out what it was. He turned to stare . . . and the movement saved his life!

Something whispered past his head like the sigh of a breeze in a cornfield. He heard the sentry choke suddenly, and turned in time to catch the tall spear as it fell from the nerveless hand. A red feathered arrow stood deep in the brown throat and before Sextus could make a move the sentry fell straight back, like a tree falls, and lay still.

A red-tipped arrow! The Winged Hats! The Vikings had come!

All about him came the sounds of men locked in a furious death struggle. A flung axe came suddenly out of the darkness and cut down the sentry that had remained with him. He turned and ran back towards his men, but before he could reach them a rush of bearded, long-haired men, were all about him.

An axe made a flashing circle above his head, but before it could fall he had run the wielder through. A long iron sword struck him a glancing blow on the side of his helmet and he went to his knees.

Before he could retrieve it the rush of his own men broke and he found himself once more alone amidst the barbarians.

He knew that he was doomed, for the force that had attacked his own was far superior in number and he could hope for no relief from the garrison of the Wall. The Vikings would not have dared to come this far inland unless they knew that the troops on the Wall would be kept busy. They must have made another pact with the Painted People. He bethought him of the ring. He must not let that fall into the wrong hands. He looked about him

and saw in the pale light of the dawn that was beginning to spread that a root of the oak tree had forced its way into the rock and cracked it for half of its depth. He took off the ring and pushed it inside the fissure until the crack ceased. He arose and placed his back to the rock.

Then they came with a rush. They were brave, these men, and after all he was but a mere boy. He caught the first upon the point of his ominously reddened blade, and dashed his shield into the face of another. Both men fell, his sword came free, and he bowed into the press shield up, his sword leaping and falling like some deadly snake. With each cut and thrust a man staggered away with a torn arm or face or riven shield. They drew back and leaned upon their weapons, watching him with lowered brows. But the pause was shortlived. He was tiring now, and they were many and he was alone. Suddenly an axe smashed, stunning against his shoulder greaves and he felt the war blood run. His left arm fell useless to his side and the shield slipped to the ground.

The bugle singing through the dawn brought the Hon. Richard rolling out of his blankets before he was fully awake.

"Golly, what a dream! Jolly vivid!" He turned his thoughts to more immediate matters and started to shave in the same mirror as 'Erb.

"And you shoved the ring over 'ere, cully?" said he advancing to the rock and waving his shaving brush.

'Erb plunged his hand into the crack in the rock as Richard turned against the breeze to dry his face.

There was an exclamation. Richard turned.

The worthy Mr. 'Iggins was standing open-mouthed, staring at his hand. Richard was at his side in one bound. In the palm of the hand lay a large golden ring set with a red ruby. It was obviously worth a lot of money, and undeniably Roman . . .

The Grand Anicut World's Oldest Irrigation Project.

The Grand Anicut believed to have been built in the second century is a monument to the skill of ancient Indian builders. The area irrigated by the Cauvery is nearly 1,110,000 acres and most of it is served by the South Indian Railway.

THE delta of the Cauvery, which is about 2,500 square miles or 1,600,000 acres in area, begins at the head of the island of Srirangam. Here the river (Akhandu Cauvery or "Undivided" Cauvery) divides into the Cauvery and the Coleroon. The Cauvery is the irrigation river and supplies the delta, while the Coleroon is mainly the flood carrier.

The skill of ancient builders

The Ullar, a by-pass for surplussing the excess waters of the Cauvery into the Coleroon at the eastern end of Srirangam island, has been in existence from prehistoric times. It is difficult to say whether this by-pass was natural, or an artificial cut made by some prehistoric engineer. But in course of time it became necessary to control the flow through this by-pass so as to head up sufficient water for the many branches of the Cauvery feeding the delta, and the well-known Grand Anicut was built across this by-pass, probably in the second century of the Christian era.

When the Cauvery delta came under the British Government in 1800, the Grand Anicut consisted

of a serpentine weir, 1,080 feet long. It was a solid mass of huge stones, dumped or built at random. The stones forming the anicut appear to have been laid without any kind of mortar and the fact that the main structure has remained unchanged and functions satisfactorily to the present day is a tribute to the skill of the ancient builders.

It is only natural that attempts were made to irrigate the delta lands from time immemorial. No doubt many of the old branches of the river were trained and new rivers artificially developed to secure satisfactory distribution of river supplies to the whole delta.

Modernising the old Dam

The year 1800 was a landmark, for it is possible to trace definitely from this date the systematic growth of the large modern system of irrigation work constructed for controlling and

distributing the waters of the river.

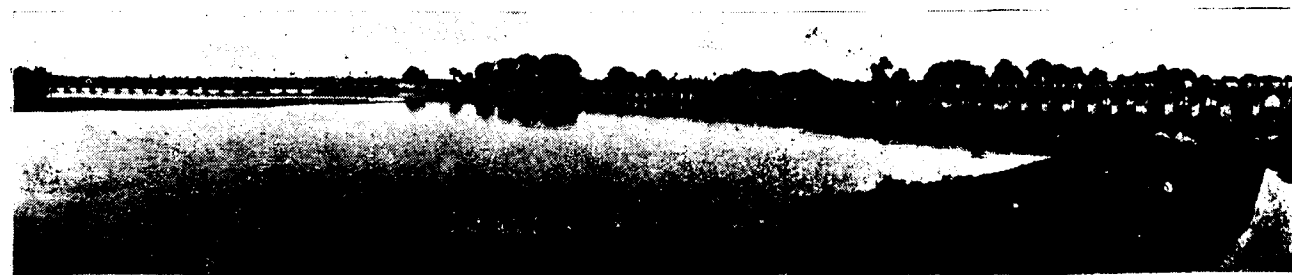
Naturally, the first work that received attention was the Grand Anicut itself. This was improved by raising the crests, fixing dam or calingulah stones on the crest to allow of a turf bund being raised so as to divert more water into the delta, and providing



The Upper Anicut, Pettaivayalai.

undersluices. It was later converted into a regulator with steel shutters, a bridge being built on the zig-zag crest of the old anicut.

The next step in the improvement of the delta was the construction of the Coleroon anicut and the Cauvery Dam at the head of the Cauvery. Owing to the difference in level between the Coleroon and the Cauvery, the former having a more direct channel to the sea and consequently having a great bed slope, the Cauvery progressively deteriorated. In order to secure the supply of water necessary for the delta, it was usual for the Collector to go with large gangs of coolies to the head of the island of Srirangam and construct a dam of grass, clay, and brushwood



The Lower Anicut.

across the Coleroon by which means nearly the whole of the waters of the Akhanda Cauvery was sent down the Cauvery. But this method was necessarily inefficient.

Cauvery Dam

In 1828, Sir Arthur Cotton proposed the construction of an anicut across the Coleroon to force more water into the Cauvery. The anicut, about 2,700 feet long, was actually built in 1836. A regulating dam, or grade wall called the Cauvery Dam, about 2,000 feet long was built across the right branch (the irrigation river) so as to control and protect the bed at the off-take.

The Coleroon anicut was later altered slightly to prevent the rapid silting of the river above the anicut. It was ultimately converted into a regulator with steel shutters 40' x 8'.

A Wall across the River

The most important are the regulators at the head of the Cauvery, the Vennar and the newly built Grand Anicut Canal which takes off from the river at the Grand Anicut. Standing on the left bank of the Cauvery and looking down-stream towards the Grand Anicut one sees a great wall across the river, pierced with four batteries of the sluices.

The Grand Anicut Canal owes its existence to the Metur Dam, upstream of the river. The large storage of floods created by this dam has rendered possible the extension of irrigation to about 300,000 acres annually most of which is under the new Grand Anicut Canal, with a head discharge of 3,600 cusecs

and intended to supply an area of about 271,000 acres annually.

Apart from the extension of irrigation referred to above, the Metur Reservoir has been of great value to the old delta in two ways. It is now possible to equalise the fluctuating flow in the river and maintain steady supplies for irrigation. The large storage in the reservoir is of considerable value in mitigating the intensity of floods.

The Lower Anicut

Another important work connected with the delta is the Lower Anicut on the Coleroon. This was built in 1836 in order to secure supply to the ancient channel, feeding the large Veeranam tank, and a number of minor channels. The supply to this channel was affected by the great diversion at the Upper Anicut into the Cauvery and the

Lower Anicut was necessary to restore and improve the supplies drawn by the important Vadavar channel. Two new channels, the North and South Raja channels, replaced the old minor channels after the anicut was constructed.

The area irrigated in the old Cauvery delta is nearly 1,000,000 acres, almost entirely under paddy. The area under the Lower Coleroon Anicut is about 110,000 acres.

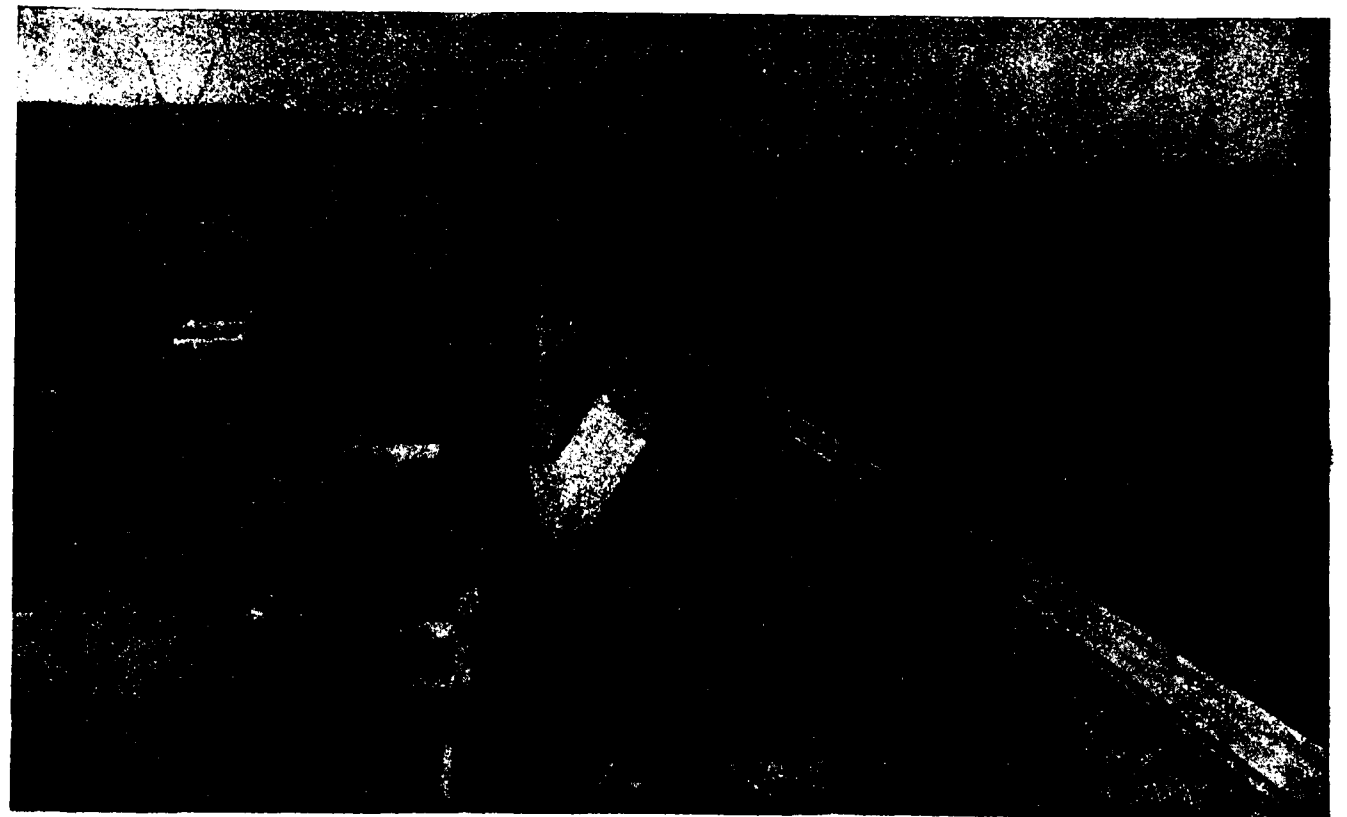
Value of the Cauvery

In recent years the Krishnarajasagar Dam has been constructed in Mysore and another reservoir on the Shimsha, a tributary of the Cauvery, is nearing

completion. Three hydro-electric stations are dependent on the Cauvery.

The two reservoirs on the main river store about 140,000 M.C. ft. of water while the Shimsha reservoir is about 2,000 M.C. ft. in capacity. The combined storage is sufficient to run a canal of 4,600 cusecs for a whole year without stopping. The total power now developed is 123,400 H.P. and large extensions are in view.

The Krishnarajasagar Dam, the Metur Reservoir and the Reservoir on the Shimsha cost in the aggregate over Rs. 7,50,00,000. Between them, the three hydro-electric stations supply a considerable part of South India with electric energy.



The Metur Dam.

Liberty is one of the most precious gifts which heaven has bestowed on man. With it we cannot compare the treasures which the earth contains, or the sea conceals; for liberty, as for honour, we can and ought to risk our lives; and on the other hand, captivity is the greatest evil that can befall man.

—Cervantes.

Laughter is an external expression of joy; it is the most salutary of all the bodily movements; for, it agitates both the body and the soul at the same time, promotes digestion, circulation and perspiration and enlivens the vital power.

—Huxeland.

A ROYAL PRIVILEGE.

The brothers Sanka and Likhitha were known for their piety. Likhitha at one time went to see his brother Sanka. As the latter was away, Likhitha walked into the garden where fruit-laden trees tempted him. He picked some fruits and was eating them when Sanka returned and seeing Likhitha, scolded him in anger for thieving, and ordered him to go to the king, own his fault and receive royal punishment, if he desired to save himself.

Likhitha repaired to the king, confessed his theft and invited due punishment. The king knew his saintly disposition and would not award a sentence. But Likhitha insisted and prayed for no other favour. In those days cutting off the hands was the punishment for 'theft'. The reluctant king awarded the punishment. Much relieved Likhitha returned and begged forgiveness of his brother.



Sanka said: "You have done me no harm. By owning the fault and inviting punishment you only maintained the noble traditions of our family. Go to the river and offer oblations."

The faithful and obedient Likhitha then hastened to carry out this direction and rising from the waters was surprised to see his hands were restored. He realised it was due to Sanka's grace and asked him why he was not forgiven in the first instance. Sanka said, "It is the privilege of only a king to punish or forgive. As you admitted your guilt and the king did his duty you were purified and regained your hands. Keep up the noble traditions of our family at all cost."

(Mahabharata).



The Malabar Battalion.

THE MADRAS SEPOY.

AS a fighting instrument the Indian Sepoy has built up a sound reputation and enhanced it by his record of work in the last Great War and in the theatres of Western Asia and the Mediterranean of the present war. The sepoy recruited from the ranks of Indian fighters and disciplined and trained according to European models, has achieved praiseworthy results.

For the first time, coloured troops, *Coffres* and *Topasses*, were recruited by the Portuguese in the garrisoning of the principal places in the Indian Ocean where they settled. These included, in course of time, Arabs, Africans, Rajputs and other races and castes of Hindustan. Later, such troops came to be employed, as parts of their garrisons and fighting forces, both by the English and by the French, particularly from about the time that they came to be engaged in serious rivalry for mastery and dominion in the confused politics of South India about the middle of the eighteenth century. The term Sepoy has been extensively used to apply to the Indian troops serving under the English and the French from the eighteenth century onwards to mean an Indian soldier disciplined and dressed in the European style. The earliest use of the term went back probably to 1750; and it was prevalent in Southern India before it was taken over to apply to the Indian troopers of the English in Bengal. As early as 1717 the term "a company of sepoys" occurs in the correspondence of an Englishman.

Early Recruitment

The English first learnt to recruit sepoys from the French under Dupleix. Soon after the siege of Madras by the French General Count de Lally (1758-59), the Governor of the Presidency, Mr. Pigot, began to take active and serious measures for the

formation of regular sepoy battalions. They were mostly selected from the castes which were reputed for their fighting abilities in South India, like the Kallars, the Maravars, the Vellalas, the Ahambadaryars, the Nayars, the Moplahs and other sections of the Mussulmans.

When the French besieged Madras in 1746, sepoy troops were also used in the defence of the fort. Later, a large number of sepoys helped successfully to defend Fort St. David against the French.

Major Stringer Lawrence who was "the father of the Indian Army and the maker of sepoys" became Commander-in-Chief of all the Company's Forces in the East Indies in 1748. Very soon he

was convinced of the worth of the Madras sepoy and in the bitter fighting round Trichinopoly in the years 1752-54 which decided the first great failure of the French, himself and Lord

Clive who had served under him his military apprenticeship, made large use of the fighting machine. Sepoys had played a great part in Clive's memorable defence of Arcot and from that time forward the British armies in India contained a growing proportion of the sons of the soil. In January 1759 Clive wrote to William Pitt, Minister of Britain, thus:—"We always make sure of any number we please of black troops, who, being both much better paid and treated by us than by the country powers, will very readily enter into our service."

In the battle of Plassey, Clive's army included a large number of sepoys from Madras. These men had gone to Calcutta by sea in the preceding year; and this was the first occasion when Indian troops were taken by the English power by sea on active service; and the Madras sepoys embarked on board ship without reluctance or hesitation.

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

Regular sepoy battalions were formed first in December 1758 on the eve of the second French siege of Madras. These battalions did splendid work in the operations that ended with the capture of Pondicherry in January 1761 and the English General, Coote, had brought them to sustain dangerous services by constantly fighting in their midst. A few years later additional battalions were raised.

Creditable Exploits

When the number of the battalions of sepoys was re-arranged in 1776, each battalion came to be known by the name of its first commandant. Thus the Fifth Battalion of the Coast Sepoys whose origin goes back to 1759 came to be known as the *Baillie-Ki-Pattan* because Lieutenant William Baillie commanded the battalion in the years 1765-71. The battalion under Lieutenant William Baillie had a continuous existence till 1930 and was known latterly as the Fourth Madras Pioneers. The history of this famous battalion has been given by Major H. F. Murland in a very interesting book. Baillie was famous for his bold but ill-supported stand against Haidar Ali at Polilur in 1780 and for his heroic fortitude during many years of hard imprisonment in Seringapatam. Colonel Flint who boldly defended Wandiwash for 167 days in 1780-81 was its Colonel in 1797. The great Sir Thomas Munro was himself enrolled with the regiment for two years. A practice followed in the regiment was that of granting the pay of a sepoy who had been killed or died in service, to one of his sons, who, when he came of age, must enlist. This was the source of much regimental tradition and pride of service.

Many of Colonel Baillie's sepoys fought hard even after the disaster of Polilur, the very next day in General Munro's army. General Coote declared, when describing the battle of Porto Novo (1780) that the spirited behaviour of his sepoys did them the greatest credit and that no Europeans could have been steadier and that the sepoy troops were emulous in being foremost on every service that it was necessary to undertake. The sepoys of his battalion, like those of several others, were engaged

in active service of one kind or another for almost seventy years after the Second Mysore War. They fought in the Coorg war of 1834 and after a time they were taken to Khyber in the Second Afghan War on pioneer work. The regiment was at Assaye (1803); and hence September 23rd, the anniversary of that victory, is their regimental day. Besides Afghanistan, Burma also saw their valour.

Colonel Wilson, the famous historian of the Madras Army writes: "Madras native troops embarked for Bengal with Clive in 1756 without hesitation, and they have done so cheerfully on the numerous occasions of foreign service which have occurred from the time of the expeditions to Manila and the Moluccas during the last century up to the despatch of the Sappers and Miners and the 25th Regiment to Malta in 1878."



From the day of the expedition to Manila in 1762 wherein the native troops amounted to two-thirds of the total force throughout the latter part of the eighteenth century Madras sepoys went everywhere in the Eastern Archipelago and in Ceylon. When the British fleet took the Dutch port of Trincomalee in 1782, the Madras troops formed the main part of its garrison. In 1795-96 native troops from Madras and Bombay took part in conquering and holding Ceylon. Of the Indian soldiers who secured the Dutch dependencies then, the main body were composed of Madras men. They took part in the Egyptian expedition of 1801 and fought with the French in the neighbourhood of the Pyramids.

A Prime Element of Success

In 1818 Madras troops were employed in Ceylon to quell a rising in Kandy. In the First Burmese War (1824-26) the Indian troops actually employed were mostly from Madras. The whole history of British India and of the Indian Army indicates the close co-operation between the White and the Indian fighters as having been a prime element of success. In the Chinese War that ended in the acquisition of the Island of Hong-Kong, native troops fought gloriously side by side with European soldiers. In the operations against Canton (1841) General Sir Hugh Gough remarked that the sepoys "nobly upheld the high character of the native army by unshrinking discipline and cheerful obedience." In this war two Madras Infantry Battalions and the Madras Sappers and Miners took part.

In the Abyssinian War of 1867-68 as many as 7,000 sepoys took part, of whom all ranks displayed the greatest spirit and zeal. Among the Indian troops despatched for the first time to Malta in 1878 was a Company of Sappers from Madras. In the Egyptian War of 1882 Madras Sappers did again very useful work. Similar meritorious work was done in connection with the various events in the North-Western Frontier which gradually came to be the principal seat of military strength in the Indian Empire. When in April, 1895, the separate Presidency Armies were abolished, India was divided into four Territorial Commands of which the most important was, naturally enough, the Northern Command which included the Frontier. As another consequence of the shifting of the Indian warfare more and more to the North, the South became relatively habituated to peace and the native soldiers of the South belonging to the old Coast Army of Madras, though they possessed a great tradition of many fights and much distinction, were pushed to the back-ground. Thus in 1914, out of twenty-eight infantry regiments descended from Madras units, fifteen had ceased to be recruited from Madras, and of the remaining thirteen, three were Pioneers.

Their Endurance and Valour

In the last Great War the endurance and valour displayed by South Indian Sepoys were amply testified to by different authorities and the Eighty-eighth Carnatic Infantry and the Eighty-third Wallajahi Infantry, along with the others, won great distinction. Madras men served in the difficult campaigns on the North-Western Frontier and also in Mesopotamia, in Persia, in Arabia, in the Sinai Peninsula, in Palestine, in Syria, in East Africa, in Gallipoli, in Macedonia, in France and in Flanders. More than 60,000 men were recruited from the Madras Presidency in the Great War.

The Madras Sepoy has had an unbroken name for loyal and efficient service. We have many instances of bravery displayed by our men like Subadar-Major Ramannah, Havildar Govindarajulu, Lance-Naik Manikkam, Private Ponnuswami, Lance-Naik Sangili Tevar, Havildar Nayana, Private Madasami and many others who won distinctions for service with the Aden Field Force, the Mesopotamian Expeditionary Force and with other units in the Great War.

One may very well ask the question whether the so-called fighting races of the North are so by any natural trait or merely by force of habit. The military reforms of 1895 disbanded the bulk of what was once the glorious Madras Army and unconsciously developed the slur that came to be attached even to the traditional fighting elements of South India as wanting in the fighting spirit. The great historian, Orme, bears ample testimony to their heroism.

The Great War of 1914-18 did signal service to South India and restored to it some of its former military prestige. Madras troops have played a really glorious part in the wars of the past. The fighting element is inherent in the people of South India and bound to continue vital among a people with centuries of martial achievements behind them. What has been neglected and left to slumber, may indeed be roused again with a little effort.

DOG AND MAN.

THE matter is speculative, and no one knows whether at first, man followed the wild dog to get some share of his kills, or the dog followed the man with similar intent; it is perhaps most likely that it was the dog who was the leader and the teacher in the chase. It was the dog that contributed to the passing of human society from the wild to the patriarchal state by giving it flocks and herds. All that he has done for man, he has done in a spirit of delighted comradeship. Even the fishing nomads of the Tundras are accompanied by their Samoyed dogs, and in the hot Arabian deserts the Arabs share their tents with their Salukis.

They help

The dog of to-day serves mankind in a variety of ways. In some countries such as Belgium and Holland, dogs commonly draw small carts, carrying milk, vegetables and other articles to the house keeper's doors under legal restrictions which obviate even the slightest possible degree of cruelty. In northern icy lands the dog's services are totally indispensable to man for pulling his sledges over the snow, often over hundreds of miles.

Bloodhounds, Saint Bernards and other dogs have been used to track lost persons who, without their assistance, would have died of exposure and starvation and dogs have carried food and medicines to wounded soldiers lying helpless between opposing armies where no human aid could possibly go.

Hundreds of thousands of pet dogs give the comfort of their companionship to women and children. They protect Railway yards and the London and North-Eastern Railway employ a train of dogs. They guard the diamond mines in South Africa. They assist the Police on patrol in lonely places; in India several trained dogs from South Africa have been imported for the Frontier Police.

Guide dogs lead the blind through busy streets and even on tram cars and railway trains and they are safer amidst traffic than those who have eyes of their own.

Mrs. Hilda Wood.

His Versatility and Adaptability

Dogs have rushed into burning houses to rescue men and women and have swum out into the seas to save drowning children. A dog called Swansea Jack saved twenty people from drowning, in all cases on his own initiative without being sent into the water by anybody else. A peculiarity of man which is shared by the dog is his versatility and adaptability. No other animal has this quality to any appreciable degree. Dogs are fond of travelling in motor-cars and in trains when they are allowed to go in the compartments, though no one can blame them for disliking the lockers provided down near the wheels of brake vans.

Their Beauty and Dignity

The long coated Pomeranians and Pekingese, the Golden Retriever with his gorgeous wavy golden coat, and the prettiest head, the Saint Bernard weighing

200 lbs., with his dense coat and dignified bearing, are a pride to own.

There are nearly ninety different kinds of pure bred dogs listed by the Kennel Club of India. The Pekingese from China where an Empress bred them, the tiny dogs from Pomerania, the Spaniels from Japan, the Chewawas (spelt Chi, hua, hua) from Mexico—tiny hairless creatures—the huge hairy Newfoundland dogs next to the Saint Bernards in size—each country has its special breeds.

dogs—the Tibetan Spaniel, the Tibetan Terrier, the Bhooteah and the Lhasa dog. Tibet is also to be credited with the huge Mastiff, which was well known even in classical times. India has bred the Rajapalayam, Coombai, Poligar and Rampur dogs, though only the last have yet been "recognized" by the Kennel Club of India.

Distant Australia provides the Australian Terrier and the Sydney Silky—both small dogs. The lovely Golden Retriever came originally from the



A fine litter of Golden Retriever Puppies.

They come from all corners of the globe

From Scotland come the Deerhound and the Collie and a variety of short legged terriers, the Scottie, the West Highlander, the Cairn Terrier. The Yorkshire Terrier is one of the many kinds of dogs which come from England, the dog's paradise, which contains some four million licensed dogs for each of which the owners pay a license fee of five rupees a year. Tibet has made its contribution of four

Caucasus region of Russia. From Afghanistan must be mentioned the striking Afghan Hound which has long trousers on its legs and from Persia and Arabia the Saluki which is similar to the Afghan but shorter haired except for very pretty feathering on head and tail. There are the Elkhounds from Norway, Poodles from France, and Schipperkes from Belgium. They bring together on a friendly platform, people from all quarters of the globe.

(Abridged and by courtesy of A.I.R.).



A West Highland White Terrier.

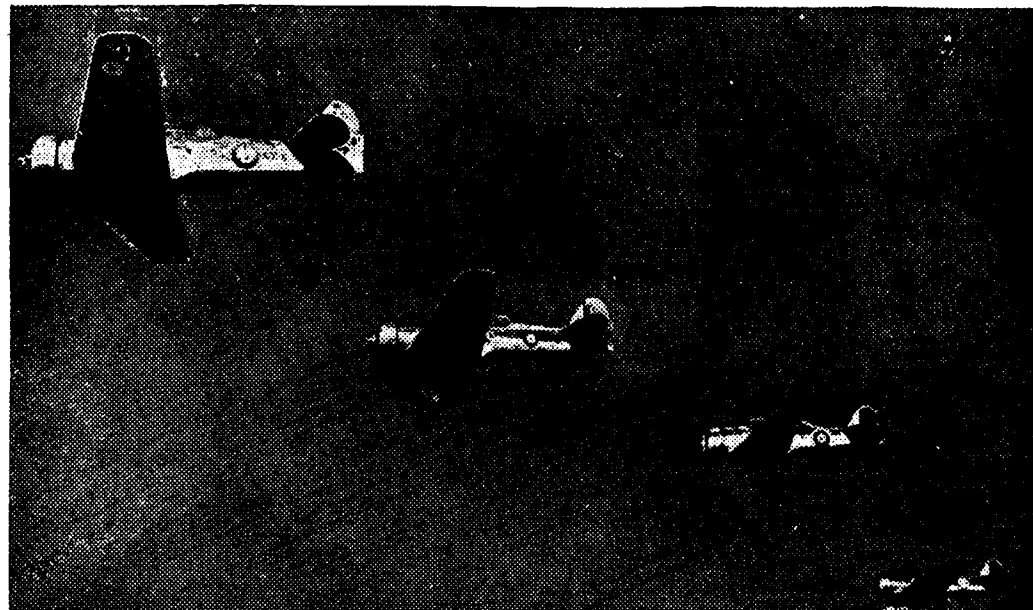
THE MADRAS SQUADRONS IN BATTLE.

The Madras Governor's War Fund has the pride of place in the subscription list to the Ministry of Aircraft production having contributed £675,000 out of £1,000,000 given by the four Indian Funds. The Punjab has given £120,000, the United Provinces £160,000 and Bombay £100,000.

Three Squadrons perpetuate the fine contribution made by Madras to the Empire War Effort, a "Hurricane" Squadron, a "Spitfire" Squadron and a new Squadron of "Defiants." Over the beaches of Dunkirk in Spring last year, everlasting fame was

On the afternoon of the same day the Defiants got among a big formation of JU-87 dive bombers and their gunners were able to blaze away without interference from enemy fighters. Eighteen Junkers went down and then to round off the day's work, the squadron shot down a JU-88 before returning home.

Later the squadron went into training for a new duty—night fighting, and in October bagged their first night raider. Since then they have been steadily bringing down a number of raiders.



Out on their perilous jobs.

achieved by the Madras Squadron of "Defiants." In defence of the retiring B.E.F. it accounted for sixty German aircraft, most of them brought down in a period of three days. On one day alone the squadron set up a record by destroying no fewer than 37 enemy aircraft. Not even in the battle of Britain was this record broken and it still remains the highest "bag" of any fighter command squadron in a single day's fighting. The Defiants in two patrols accounted for seventeen fighters and one dive bomber.

One clear morning a watcher on the Kent Coast saw a Dornier-17 hurtle out of the sky leaving a spiral trail of smoke as it cork-screwed into the sea. Three Hurricanes were seen to circle round the spot and then fly off to their base. One of the Madras Hurricane Squadrons' greatest achievements was when nine hurricanes saved Liverpool from a daylight bombing attack. They intercepted the bombers off St. Davids Head and as soon as our fighters attacked, the enemy turned back minus one of their number. Many men of the Madras squadrons have been awarded decorations.

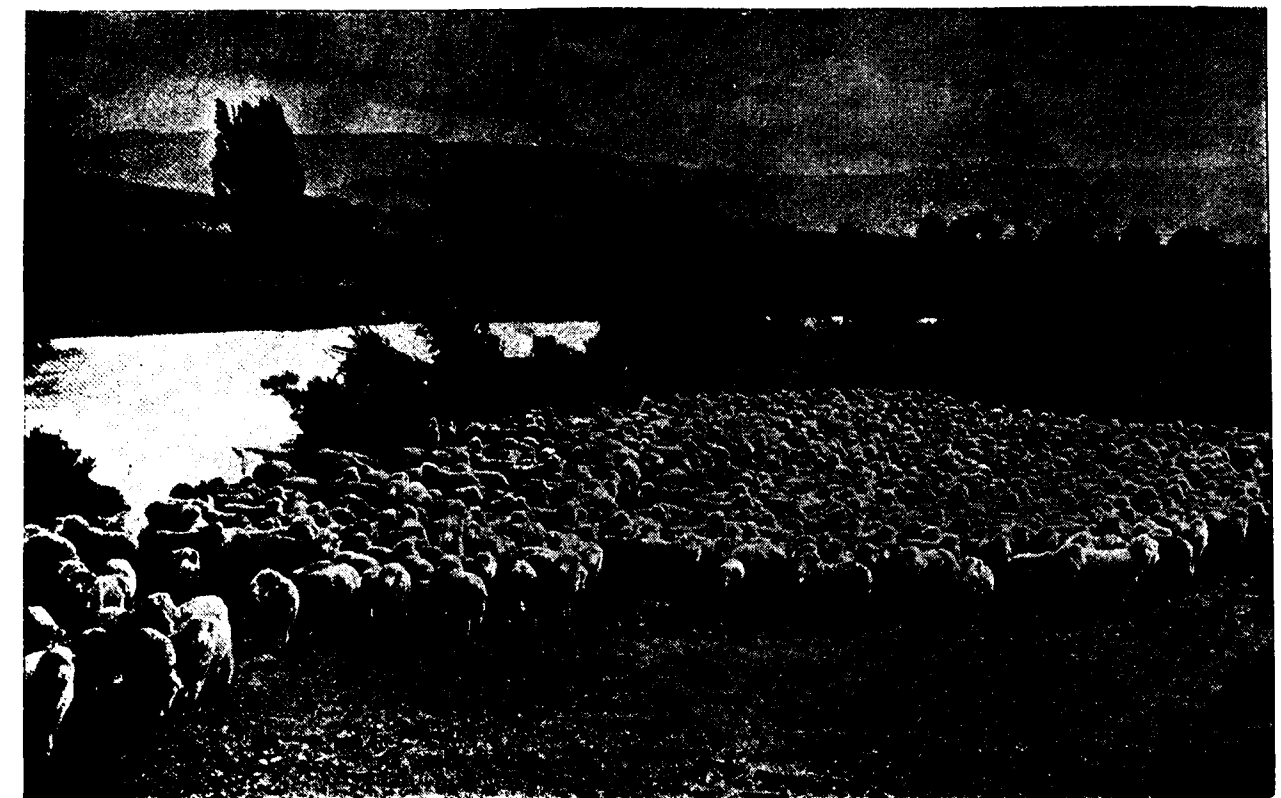
INDIAN SHEEP WOOL.

THE Sheep Industry in India is for the most part in the hands of nomadic tribes and poor shepherds, who wander with their flocks from pasture to pasture and employ primitive methods in the shearing of the sheep and grading of the wool. As a result, the bulk of India's production of wool, when it arrives in the market, is a mixture of wools of different characteristics, not properly cleaned.

industry of Australia which yields millions of pounds every year, may thus be said to owe its foundation stock largely to India.

Possibilities

The sheep industry is by no means negligible and by systematic organisation and development can be made to yield far higher returns. The Livestock Census of 1935 showed that there were more than



A flock of Australian Merino.

India occupies an important position in the world market for carpet wool, but it is not generally known that she also produces a considerable quantity of finer wool, the supply of which can be improved by adopting selective methods of shearing and grading.

The fat-tailed Dumba of Northern India is stated to have been used in the production of the Australian Merino, the principal breed in Australia. The sheep

25,000,000 sheep in India of which 12,000,000 were said to be in Madras. The average annual production is estimated at 87,000,000 lbs. The value of the export trade increased from 286 lakhs in 1936-37 to 298 lakhs in 1938-39. In 1937-38 India exported sheep skin to the value of nearly one and a half crores of rupees and raw wool to the value of over two and a half crores and woollen products worth over a crore of rupees.



Ready for loading.

In addition there is an extensive trade in lamb pelts which averaged 2,000,000 worth Rs. 1,25,00,000 in the past three years. The average value of the annual imports of wool and woollen products for the past three years was Rs. 3,10,00,000, of the exports Rs. 3,50,00,000.

Finer Wools Imported

The bulk of the exports at present comprises carpet wool in which trade, India occupies a leading position. Her imports consist almost entirely of the finer wools used in the manufacture of blankets and hosiery. In 1936-37 imports totalled 6,800,000 lbs; in 1937-38, 8,200,000 lbs; and in 1938-39, 7,300,000 lbs.

India obtains the bulk of her finer wool from Australia, and the scarcity of shipping space renders the supply uncertain. As regards exports of carpet wools and finished carpets, India enjoys a leading position, but in spite of this Indian wools and carpets do not command the same high prices in the world market as for instance, Persian carpets. This is due very largely to the inferior quality of the wool

used in carpet-making. For the manufacture of high-class carpets, the Indian manufacture needs what is called lustre wool. At present little of this wool is produced in India except in one or two breeds found in Kashmir and Baluchistan.

Among the wool producing centres, next to China, India produces the largest quantity of carpet wool *viz.*, one hundred million pounds. She is the largest exporter of carpet wool *viz.* over forty-nine million pounds. Exports of finished carpets and rugs in 1938 totalled 8,900,000 lbs.

The Foreign Market

India shares the American market with China, Argentina, the United Kingdom, Asia Minor and Iran. In 1939 India supplied nearly 5,000,000 dollars worth of duty-free carpet wools in the grease and nearly another 2,000,000 dollars worth of duty-free carpet wools in other categories. Indian carpet wools were, during 1939 second only to jute and jute products in importance among Indian exports to the United States. The Indian Sheep and Wool Industries have a great future in the international markets.

DRAWING MADE EASY.

CHAPTER II.

Use of Pen and Ink

The exercises I suggested in the first Chapter will be of considerable help to you when you use pen and ink. Your lines must have freedom but should not be haphazard or careless. Do not draw a line until you have made up your mind where it is to go, —an ink line once drawn needs careful treatment before any alteration can be made. The best ink to use is a waterproof Indian ink,—this will give you a good black line. The best type of pen is the mapping pen, the crow quill variety being one of the most popular. But don't scruple,—should you find a pen to suit your style, use it by all means. Use the back of the nib as well as the front if you feel your work demands it, but don't use a bad nib. If you find a new nib requires any "breaking-in" soften it a little in the flame of a match.

G. A. SLATER,
Signal Engineer, M. & S. M. Ry.

Care is needed to make a correction to an Indian ink line. Small corrections can be made and ragged lines cleaned up with the aid of chinese white water colour but this method is only satisfactory for sketches which are required for reproduction purposes. If such corrections are necessary in a sketch you wish to keep, it is advisable to remove the fault carefully by scratching it out with a razor blade or a sharp-pointed knife. The roughened surface of the paper should be smoothed over before attempting to use ink on it. Polishers are available for this purpose but the handle of a tooth brush makes an excellent substitute. It is not advisable to scratch out a large mistake, the best method is to paste a piece of the same paper over that part of your drawing to be corrected and start again. This method is all right for drawings required for reproduction but is not satisfactory for drawings you wish to keep as the "patch" will be visible.

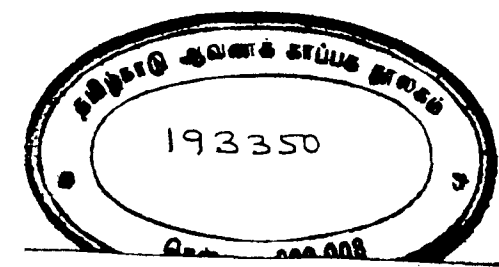
In pencil drawing I showed you how different tones could be obtained. Such tones are not possible with pen and ink work, as ink has only one tone—black, when used with a pen. The only method to obtain effect of light and shade is to use the widely spaced lines for light tones with the lines gradually becoming thicker and closer together for dark tones. Your darker tones can be further darkened by using what is known as cross hatching. This can be varied from lines crossing at right angles to lines crossing at sharp angles, the latter giving a darker tone than the former. You will see therefore that by careful placing of tone lines you can work from high light to a solid black shadow. Such varying tones are illustrated in the sketch of a hilly landscape.

Elimination of Detail

As you make a study of ink drawing you will discover there are two extremes. The first is a sketch

in plain line with only an occasional line here and there to relieve the severity and flatness. Those occasional lines however must be put in carefully,—such lines drawn haphazard are worse than useless and would be far better left out. The other extreme is the sketch in which elaborate detail is employed to indicate light and shade. Sometimes the whole sketch is covered with lines varying in strength and direction according to the modelling of the object.

You will see what I mean from a study of the sketch of the castle. The castle walls and fences represent a sketch in plain line to indicate the shape and construction, without any suggestion of elaborate detail. Thin lines or black shadows have been used to indicate the minimum detail necessary to complete the picture. The bushes and trees represent the extreme where practically the whole area is covered



to obtain effect of light and shade. The two extremes can often be so used in ink drawing to produce a pleasing effect of contrasts.

You will appreciate that there is plenty of scope between these two limits but I would advise the beginner to exclude too much detail and use only such lines as are essential to indicate a subject. This type of work has a very decided appeal as you will see when we study the subject of conventionalising. You will find however that the temptation is great to keep adding lines here and there in an effort to try and improve your sketch. Do not be tempted—be satisfied with simplicity for a start.

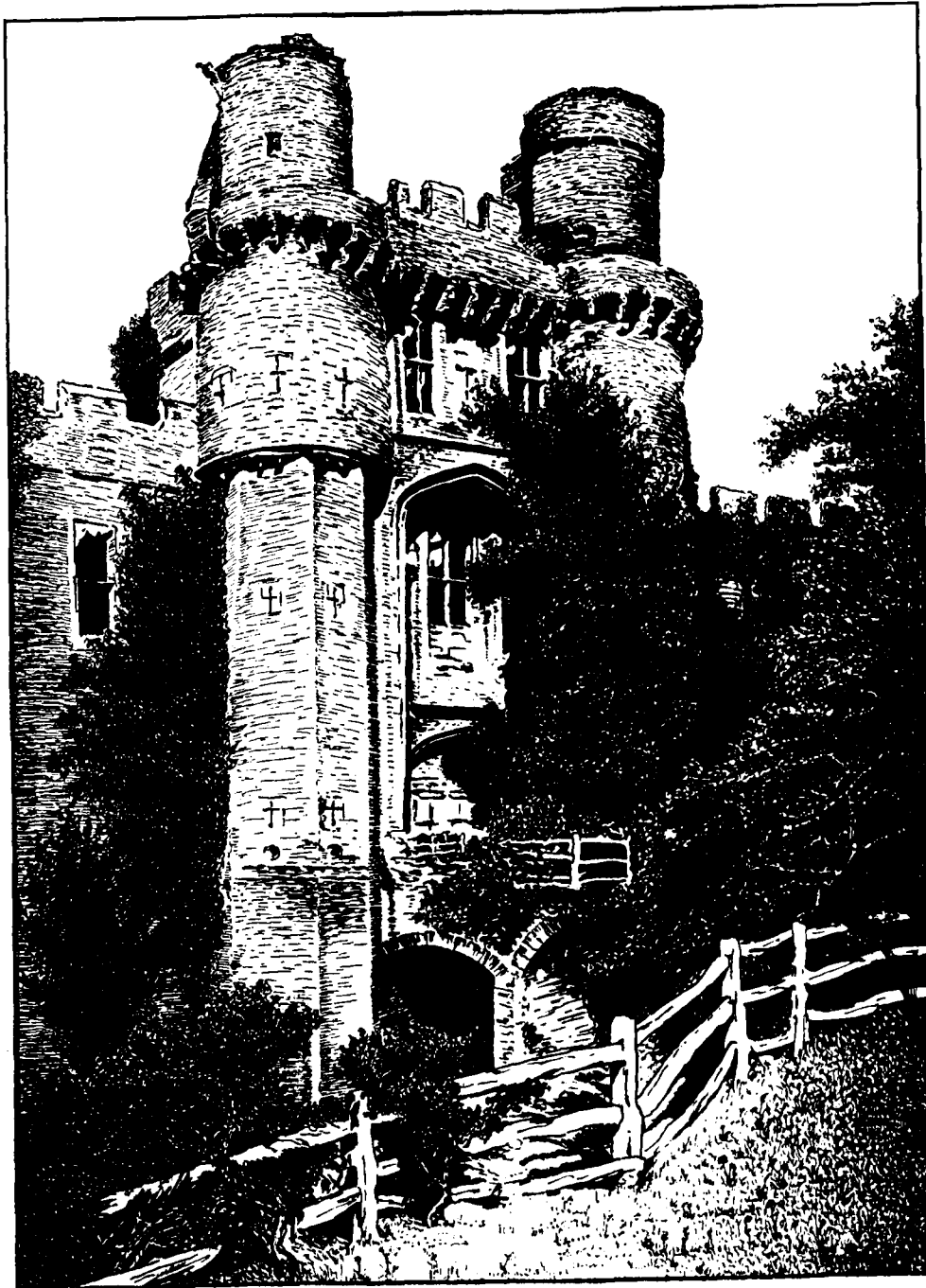
Conventionalising

One of the best studies to assist you in eliminating detail is “conventionalising”.

This provides an absorbing study, a study very essential in certain branches of art, as for instance, designing and advertising. A complete study is of course not possible in these short lessons but to know something about it will help you to learn more and so

cultivate a sense of form, the relation of forms and the space they fill.

You might ask “What is conventionalising”. A dictionary will tell you it means doing something



not spontaneous, something fixed by convention, not by custom. That probably does not completely answer the question but I can only add “All art is convention”. You draw on a flat surface and by accepting certain conventions you make it appear to stand out in relief, conventions which give essentials of form, at the same time omitting details.

Study the sketches of the rose and its conventionalised forms. The natural rendering is avoided in the conventionalised forms but it is represented so as to require the minimum of mental effort to recognise it. Not all conventionalised forms however, should avoid the natural rendering of the subject. When conventionalising the human figure it is most important to obtain, as nearly as possible, the natural form. No matter what curves are used, they must be true to life. Study the sketches of the two dancing figures and of a girl's head. The former eliminate entirely any detail of form other than shape but it is not difficult to recognise what the sketches represent. A certain amount of detail was necessary in the conventionalised girl's head to provide effect but this is not overdone.

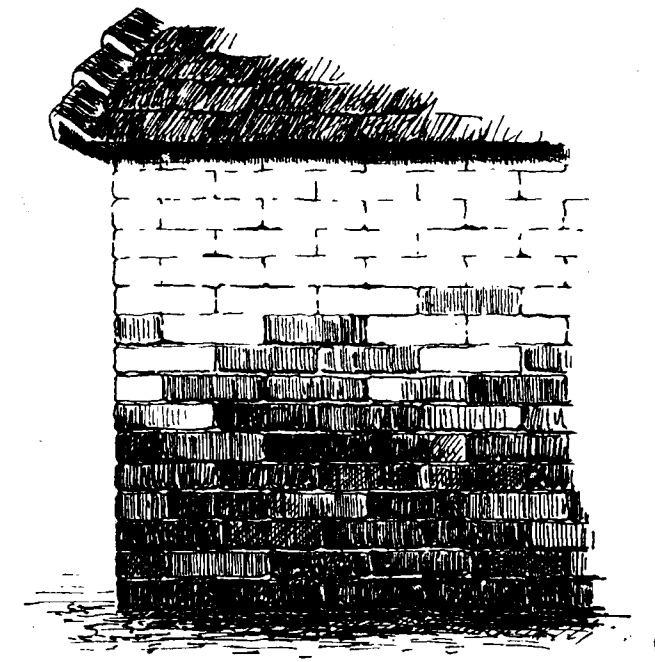
Space Filling

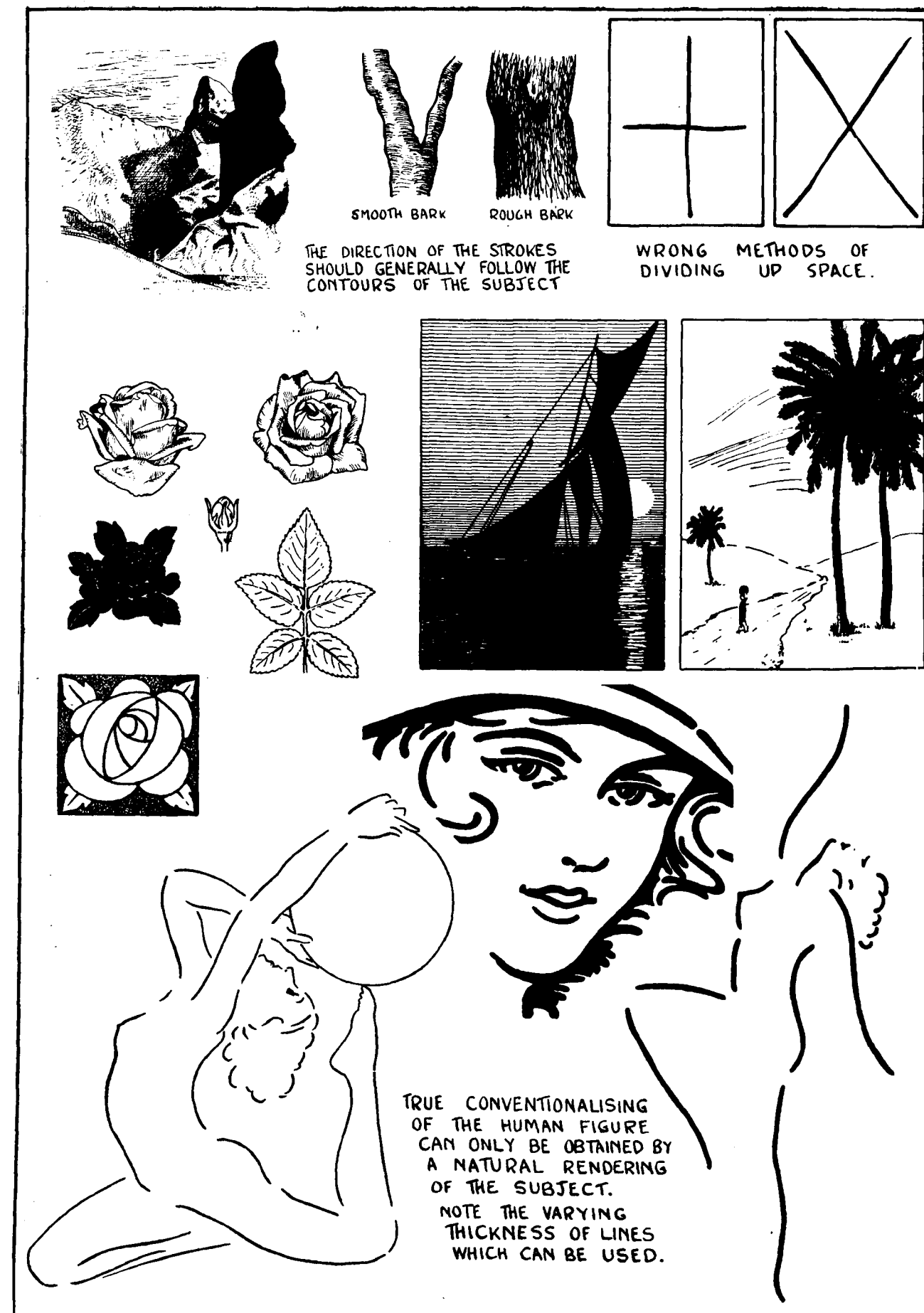
The harmony of space and tones of a picture should satisfy the observer before he recognises the natural or artificial forms which go to make the picture. We do not ask a composer what a piece of music represents; we are content to enjoy the harmony. What music is to the ear so lines and tones should be to the eye,—the sense of sight can be trained to appreciate the harmony of a picture quite apart from what it portrays. That harmony depends upon variety and inequality of the spacing of tones and lines.

There are golden rules to be observed when planning a picture. I have shown examples of the right and wrong way of filling space. Your sketch should not be divided into equal portions by the horizon. Similarly avoid a tree or any feature which will divide it down the centre. The main feature should

rarely, if ever, be placed in the centre of the picture,—this not only breaks up the harmony but very often causes equal masses of light and shadow which tend to make your sketch appear too mechanical.

When sketching a scene, decide which is your prominent feature and keep it away from the centre. You will find lines, which will be necessary to complete your sketch, will lead up to your main feature and provide the harmony. The sketch of a simple Indian scene will probably explain what I mean. The palm trees are the main feature and are well to the right of the picture. The horizon is well below the centre and the lines forming the roadway lead the eye to the two trees. The figure walking down the road and the distant tree on the left are necessary to break up the emptiness on the left of the sketch and to help to balance the final result without spoiling the harmony. No matter whether your picture is a horizontal or a vertical plain the same principle must apply. The sketch of the sailing boat provides a diagonal division where the horizon breaks the picture below the centre. Reflected moon light on the water breaks





up the heavy black shadow and provides a contrast. Such should be your aim when planning your pictures. Fill your space with unequal and varied masses of light and shade and you will generally find your result is pleasing to the eye even though the sketching may not be perfect.

Large masses of uninteresting harmony must be broken up. Areas of sky should have a few lines to suggest clouds, walls of buildings in the background should not be left blank but should be broken up by a few lines to suggest doors or windows. If the building is in the middle distance, more detail of walls becomes necessary to break up the surface, and lines to suggest bricks can be used with advantage. If a building is your main feature, still more detail becomes necessary to produce a pleasing picture. Study the sketch of the corner of a building. The portion of the wall immediately below the roof is broken up by lines which merely indicate bricks. The lower portion is treated with more

detail. Note how some bricks appear to be old whereas others appear new.

EXERCISES.

(May be sent for Criticism).

- (i) Draw a round object such as a tin or a bucket and shade it correctly including the shadow it casts.
- (ii) Select a flower in your garden and sketch it. Then try and sketch it in a conventionalised form.
- (iii) Select a corner of your garden and sketch it making the wall or fence your main feature.

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

Some New Year Resolutions

- To do the right thing at the right time in the right way.
- To do some things better than they were ever done before.
- To eliminate errors.
- To know both sides of the question.
- To be courteous.
- To be an example.
- To love our work.
- To anticipate requirements.
- To develop our resources.
- To recognise no impediment.
- To master circumstances.
- To act from reason rather than from rule.
- To be satisfied with nothing short of perfection.

Taking Water

In America water can be taken by an engine without stopping the train by means of a narrow trough or "track pan" several thousand feet long, midway between the rails of a rail road track. As the locomotive passes over the "pan" the fireman lowers a scoop under the tender and the water is forced up into the tender by the speed of the locomotive.

The Nazi Edict

The purpose of marriage is neither divine nor natural but political—namely a child over which the State has complete control. If this purpose is not achieved 'marriage' is morally wrong and must be ended.

—Nazi Offl. Organ-Elite Guard.

The Hess said the better

Britain can be thankful that it was Hess who dropped there from the skies and not the elephantine Goering.

It is unreliably reported that Hitler and Goering are cogitating over the proverb "He who HESSitates can't lose."

Not His, probably

In a recent article a writer said that Dr. Goebbels was born with a silver spoon in his mouth. In which case it probably had somebody else's initials on it.

OOTY IN THE NILGIRIS.

IF it is accepted that the climate of the Indian plains is unfriendly to the constitution of the average European, one can be excused perhaps for adopting a somewhat similar attitude towards what Kipling rather derisively called the Indian hill-stations. After all is said and done, I have heard it argued, your typical Indian hill station amounts to no more than the Indian plains elevated to a certain altitude. Your Kashmir, these people say, is nothing but Switzerland stripped of all that makes it Switzerland; it has no forests, no albergi, no picturesque villages and funiculars. Your Darjeeling, while impressive enough to a novice, smacks of a glorified lamaseraï rather than a mountain resort. The atmosphere of your Simla, far from being a balm to your jaded nerves, is a positive strain even on the community which makes it—officialdom.

And when it comes to Mahableshwar well . . . the meteorological function of the Western Ghats is, in any case, to collect all the humidity there is in Western India.

Many may think that there is much justification for this harsh outlook. The popular idea of a mountain holiday seems to be to walk on soft, green grass, laze in the shade of a tree and contemplate the grandeur of the scene in sufficient comfort to make it a pleasure, to fish a little and to golf a little, move about a lot without unduly developing one's calves and agitating one's heart and lungs and, finally, not having to pay one's bills on the basis of height. Above all, now that war has made home-leave impossible, this mountain holiday should offer a good enough substitute to make one forget that another three or four years may pass before actual plans can be made for another home-leave.

Yet, such a place—in defiance of the critical and the condescending—is in India, strange as it may

sound. It has not just been discovered. It is as old as all other more spectacular hill-stations, and it is not more difficult to reach. Such a resort is Ootacamund.

I will not repeat the usual platitudes about Ootacamund, such as the one that claims the place to be 'like a bit of English countryside.' (As if a bit of scenery punctuated by groves of eucalyptus trees can be English!) This is the prerogative of the holiday-maker who types his mountain resorts as Hollywood types its acting talent. If superlatives cannot be avoided, as they should not in this case, I would quote only one. It is without any doubt the grandest spot in all India.

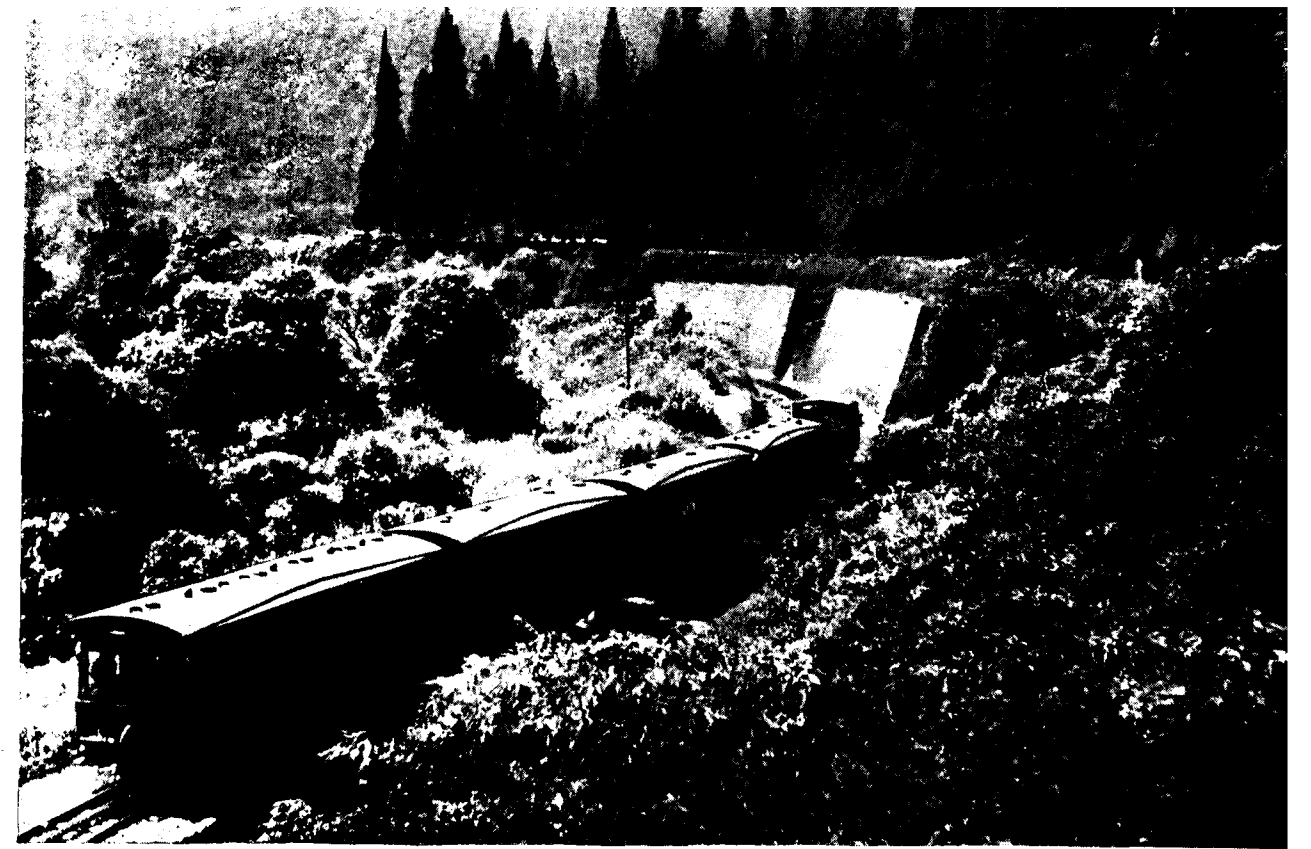
J. G. HITREC.

It is not even a hill-station in the accepted sense of this much-maligned word. It's just a sprawling

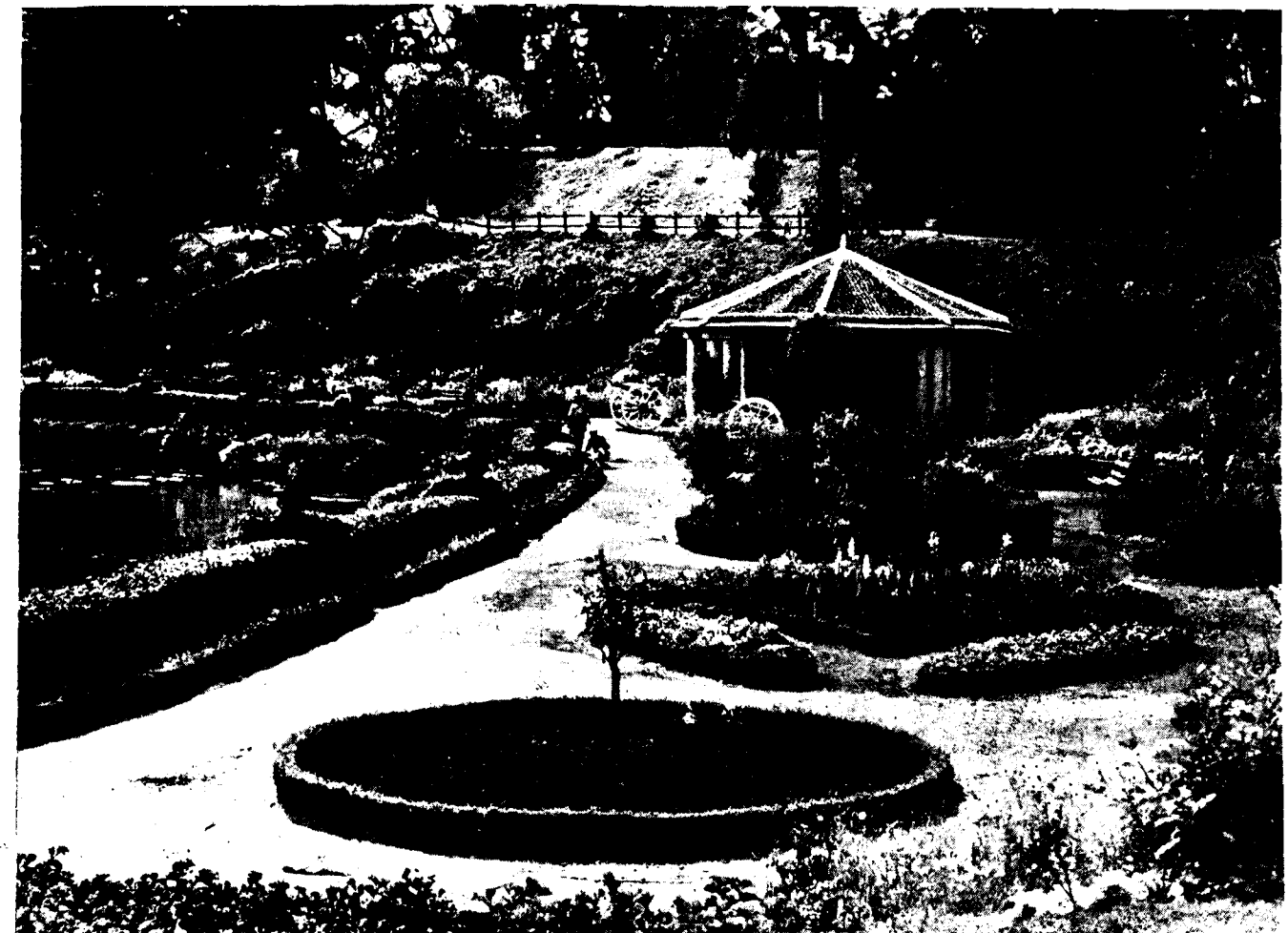
settlement given the semblance of a town by the introduction of sanitary and water systems. It has, of course, cinemas, restaurants, clubs, and other paraphernalia, thriving on the average plainsman's inability to exist without them, no matter where he is, but these are afterthoughts and like all afterthoughts they do not impair the character of the place. The rest of the thing is a highly decorative carpet on which the preponderant pattern is made up of tea and coffee gardens, gently undulating downs and squatting, verdigris green clumps of real trees. The air is just what the doctor ordered. Piling on the far off edges of this luscious plateau are magnificent cumuli formations, defying the wind and sun of the four seasons. At high noon, the picture is a combination of Ingres' tranquillity and Millet's simplicity of composition. Sitting in an easychair on the terrace of the Golf Club, I found it difficult to believe that the ocean was only fifty miles to the west and that, several thousand feet lower down, there were the usual bazaars, traffic jams and wondering village dogs.



APPROACH TO COONOR.



THE LURE OF THE HILLS



BOTANICAL GARDENS, OOTACAMUND.



ROAD VIEW,
OOTACAMUND.



LAKE,
OOTACAMUND.



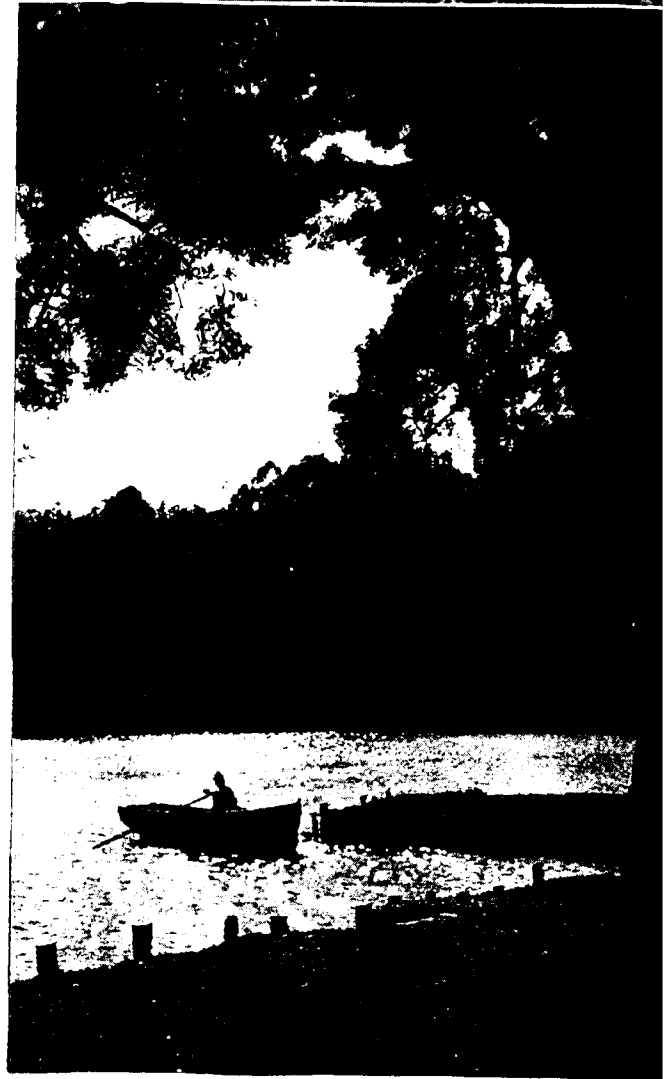
THE OOTACAMUND HUNT.

**The Nilgiris and Kodaikanals offer an infinite
variety of attractions to the nature
lover and health seeker.**

GOLF COURSE, OOTACAMUND.

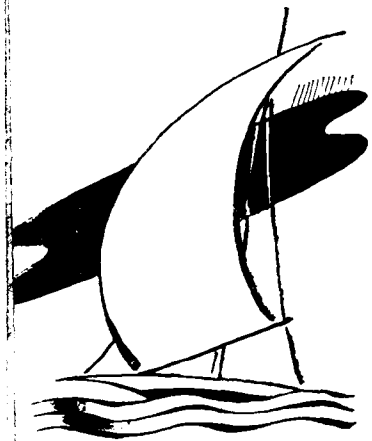


A VIEW POINT
FROM
KODAIKANAL.

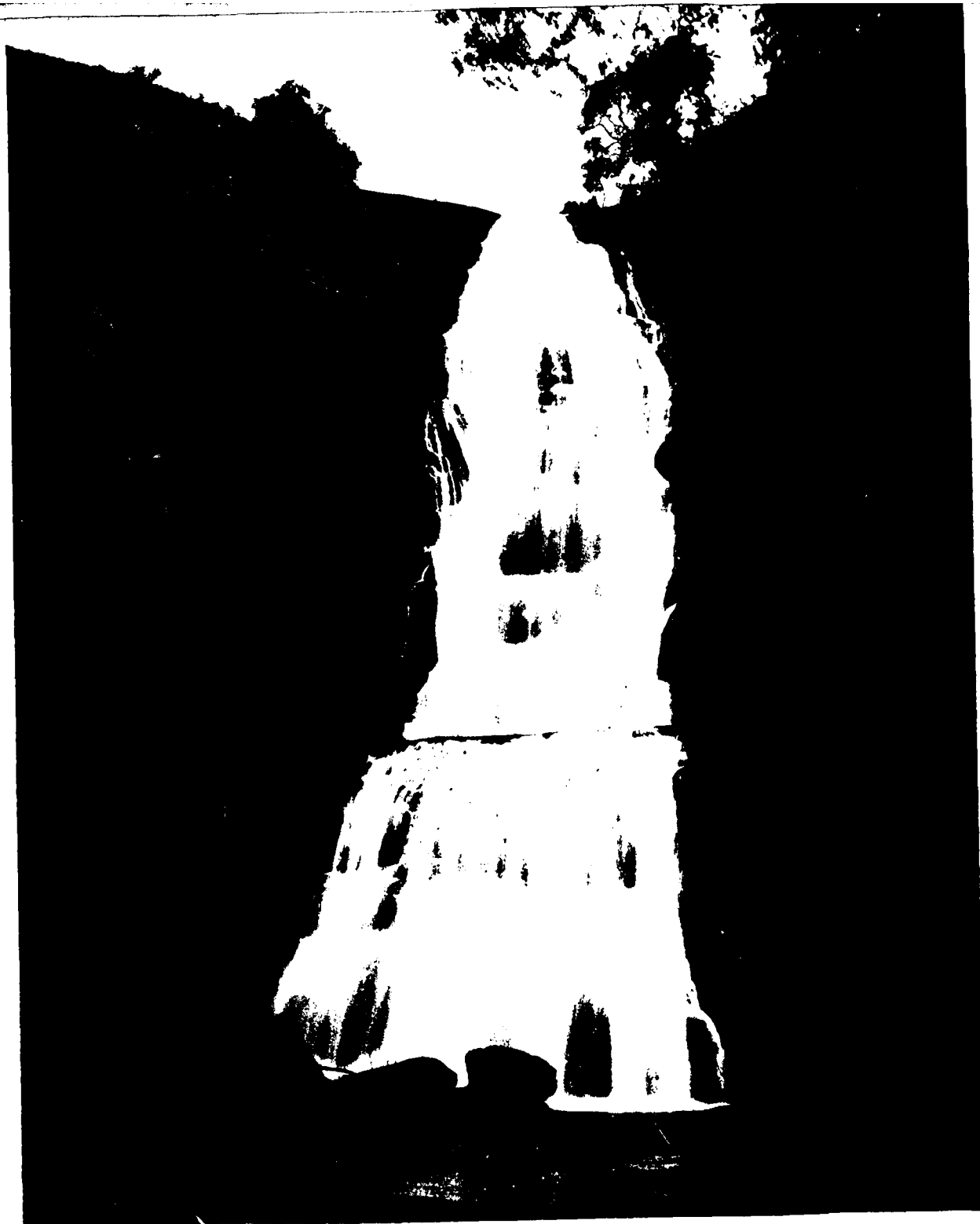


LAKE,
KODAIKANAL.





SILVER
CASCADES,
KODAIKANAL.



TODAS, THE NATIVE
TROBE OF THE
NILGIRIS.



I went to Ootacamund with the intention of settling down to a bracing routine of games, walks, rides and long hours of sleep, but gradually I found myself lying on a hill-slope instead of following the professional around the first ten holes ; exploring the recesses of the Botanical Gardens instead of going to tennis, and contemplating the overbearing silence of the downs at midnight. Now and then, I actually arose before breakfast and played golf as a sop to my conscience.

Friends assure me that the Ooty golf course is one of the best in the East, possibly on a par with Nuwara-Eliya. I readily accept their judgment ; not because my knowledge of golf is profound, but because the course was the reason why I took up golf for the third painful time in my life. And, on rare occasions when no corduroy trousers and chattering memsahibs dotted the links, I actually played each one of the eighteen holes and thought it grand.

Ootacamund and the Nilgiris represent a leisurely design for living, consisting of the pure joy of undoubtedly fresh air, combined with a variety of occupations, such as riding, hunting, flower-shows, dancing, recitals, attempts at gardening, and the pleasure of doing absolutely nothing.

There are, of course, other tourist attractions. To this class belongs the elephant ride in the Mysore Government jungles, and inspection of live big game ; the settlement of Todas, the aborigines of the Nilgiris, and one or two waterfalls. For the rest, the holiday-maker, if he has any energy left, is advised to follow his own devices.

Ootacamund is profuse and prolific in everything it does, its exhilarating effect on the humans inhabiting it is as strong as its effect on everything else. Things are big, luxurious and overwhelming in Ootacamund. Whether it's flowers, vegetables, trees

Conversation

The path of conversation does not consist in exhibiting your own superior knowledge on matters of small importance, but in enlarging, improving, and correcting the information you possess by the authority of others.

—Walter Scott.

or grass, all of it grows with a luscious recklessness that is an eternal wonder to the summer-weary plainsman. I doubt whether Ooty could grow the world's biggest banana, but it certainly boasts of one of the world's tallest eucalyptus trees, and India's grossest potatoes. Gardens of Shalimar, Taj Mahal and Krishnarajasagar pale to pedantic artificialities before a bush of Ooty delphiniums. Common garden roses, more sophisticated roses, dahlias, petunias, sweet-peas, gardenias, camelias, laburnum, simple orchids, not so simple orchids—these are found brimming the garden beds, hiding drive-entrances, burying whole houses and fences. If Indian mythology had not sold itself to the dull simplicity of the lotus flower, Ooty would have been the Mt. Olympus of India, the blessed, eternally green seat of the Mighty. For better or worse, however, it was left to the legions of the pleasure-seeking I.C.S. to give it the place it deserves.

Finally, to those Englishmen and their wives who are forever crossing India in their search of a place that suggests 'home', Ooty offers the symbol of that illusion—the fireplace. There are fireplaces in every hotel, bungalow and room. Not decorative fireplaces, but solid ones, big and small, built to house and foster fires, charred with the passing of countless warm and intimate evenings.

The end of each day, whether in December or May, finds Ootacamund disporting itself before a thousand fireplaces, with a glass in one hand and a book, or someone's hand, in the other, while a great big fire is consuming the crackling logs of wood and its red rage is reflected on the cheeks of the people sitting in front of it. And outside, it is neither slushy nor raining. Only a silent, odd night which is neither tropical nor European, but peculiarly 'Ootacamund.' A night in which it is good to be 'away from it all' and in front of a fire, because it is cosier and there is absolutely no point in doing anything different.

Happiness

Few things are needful to make the wise man happy but nothing satisfies the fool ; and this is the reason why so many of mankind are miserable.

—Rocheffocault.

WAR CALENDAR.

- | | | | |
|----------|--|----------|--|
| 23-9-41 | The term of office of the Viceroy and Governor-General of India extended until April 1943. Iran breaks off with Axis Powers. | 4-11-41 | French convoy intercepted by British ships. 'Salinas'—United States Naval Oil Tanker torpedoed by Nazis. |
| 25-9-41 | Germans invade Crimea. | 5-11-41 | Tokyo envoy Kurusu, leaves for America. |
| 2-10-41 | Three Power Conference at Moscow. | 7-11-41 | Stalin predicts Germany's utter collapse within a year. |
| 3-10-41 | A. W. Fadden, Premier of Australia resigns. | | R.A.F. bombs Berlin. |
| 4-10-41 | Japan breaks with Poland. Counter attack by the Soviet in Ukraine. Curtin forms new Ministry in Australia. | 9-11-41 | Eleven Axis Ships sunk in the Mediterranean by British Navy. Two Convoys annihilated. |
| 6-10-41 | H. E. The Viceroy inaugurates the National Defence Council. | 11-11-41 | R.A.F. raids Hamburg, Dunkirk and Ostend. Axis Troop Ships sunk in the Mediterranean. |
| 7-10-41 | Eleven enemy ships sunk or seriously damaged in the Mediterranean. Russians evacuate Orel. Enemy advance to the Sea of Azov. | 12-11-41 | King addresses Parliament. |
| 9-10-41 | Chinese retake Ichang. | 13-11-41 | Red Air Force strikes at Riga. |
| 12-10-41 | Briansk evacuated. Taganrog taken. | 15-11-41 | 'Ark Royal' sunk by enemy action. |
| 14-10-41 | Evacuation of Vyazma. | 16-11-41 | Canadian troops arrive in Hongkong. Axis merchantmen sailing under U.S. Flags captured. |
| 15-10-41 | Border agreement signed between Manchuko and outer Mongolia. | 20-11-41 | British thrust in Libya. Enemy aerodromes in Libya attacked. |
| 16-10-41 | Konoye Cabinet in Japan resigns. Rumanians enter Odessa. | 23-11-41 | Fort Capuzzo falls. New Zealanders enter town. |
| 18-10-41 | Soviet Capital shifted to Kujbyshev. Tojo forms new ministry in Japan. | 24-11-41 | Allies capture Gambut. |
| 20-10-41 | American destroyer Kearney torpedoed by German Submarine. | 25-11-41 | Indians take Augila. |
| 22-10-41 | Naples raided for five hours by R.A.F. | 30-11-41 | Soviet offensive near Kalinin. Nazis retreat in Rostov Front. |
| 24-10-41 | Russians strike back in the Don Basin. | | Report of Japanese attack on Thailand. Troops in Singapore ordered to stand by. |
| 25-10-41 | Germans claim Kharkov. | 1-12-41 | Bengal Cabinet headed by Huq resigns. State of emergency declared in Singapore. |
| 26-10-41 | R.A.F. sweeps over Dutch coast. Naples raided for the fourth successive night. Stalino evacuated by Russians. | 2-12-41 | Nazis retreat from Rostov. Australian Cruiser 'Sydney' sunk off Australia. |
| 27-10-41 | The U. S. Supplemental Lease-Lend Bill approved by the Senate. | 4-12-41 | Pandit Jawaharlal Nehru and Moulana Azad released. |
| 29-10-41 | Strong Russian counter attacks in North West Sector. | 5-12-41 | Japanese nationals leave Malaya. |
| 30-10-41 | New thrust to Moscow at Volokolomsk. Soviets evacuate Kharkov. | 8-12-41 | Japan attacks Honolulu and Manila without warning. |
| 31-10-41 | 'Reuben James'—American Destroyer sunk off Iceland by Nazis. | | Japan declares war against democracies. |
| 1-11-41 | Factories in southern Italy bombed by R.A.F. Germans push towards Caucasus. R.A.F. batters axis ports. | 9-12-41 | Fighting in North Malaya begins. "Prince of Wales" and "Repulse" sunk. |
| 2-11-41 | Russian counter attacks on Moscow front. Chinese retake Chengchav—an important railway junction. | 10-12-41 | Japanese attack Hongkong and Malaya. |
| 3-11-41 | German convoy bombed by R.A.F. off the Dutch islands. | 11-12-41 | Tripartite Military agreement signed between Japan, Germany and Italy. Japanese land para-troops in Philippines. |
| | | 12-12-41 | Japanese Warship "Haruna" reported sunk. Japanese bomb Penang. |
| | | 18-12-41 | Penang Island evacuated. |

RAILWAY MILITARY UNITS.

Recruitment

The Railway Military Unit recruited from Indian Railwaymen are already serving in the various fronts. These include British and Indian ranks, Viceroy's Commissioned Officers, Havildars, Clerks, etc. To reinforce these Units and to form additional units, Technical Training Groups have been organised to train men with an aptitude for railway work for specific posts and in a systematic manner. One such Group has been formed in Trichinopoly under the command of Major T. L. Shield, E.D. These men are being recruited in the Indian Engineering Corps. Recruitment is made not only from among men in service but also from among ex-employees and outsiders. Men in lower grades or who have been blocked in promotion have an excellent opportunity to be recruited for higher grades such as Station Masters, Guards, Drivers, etc.

Training

The training is carried out by special Instructors. The Central Training School of the South Indian Railway is used for the purpose and the Assistant Traffic Superintendent is in charge of this work.

The Mechanical men are trained by an ex-employee who was a Loco. Foreman and the Engineering staff



His Excellency shook hands individually with the trainees.



Major T.L. Shield, E.D. explaining the scheme to His Excellency. are also trained by an Engineering Inspector. Directly these men are fit to pass the trade test, they are sent on to the Depot at Jullundur to be formed in companies.

Since the trainees are practically concerned only with Railway work, they do not have drill parades, except Physical Training in the morning; they are, however, marched to and from their work.

Benefits

Military service of permanent employees of the Railway will count for increment and promotion in the Railway appointments which they would have otherwise held if they had not been released for Military Service. They will retain a lien on their Railway posts which they would be entitled to, besides continuing to enjoy their Provident Fund and Gratuity facilities, and their families will receive their usual medical, educational, free travel and residence concessions under specific conditions laid down.

Railway staff who are enrolled for Military service have the option of drawing either

(a) Military pay and allowance *plus* corps, technical or trade pay or



Thirteen plate-layers who have left, after training, for service.

(b) Their Railway pay *plus* Military compensatory allowance as under

(i) In India—25 per cent. of Railway pay.

(ii) Ex-India—50 per cent. of Railway pay.

subject to the condition that in the case of subordinates, pay *plus* compensatory allowance will not be less than Rs. 100 per mensem when they proceed overseas.

In this connection the Agent and General Manager has issued the following circular to all officers and Inspecting Officials.

“As you are aware a large number of trained men are wanted at once for the Railway Military Units, I trust that you will do everything in your power to see that the number required are forthcoming as early as possible from men in service.”

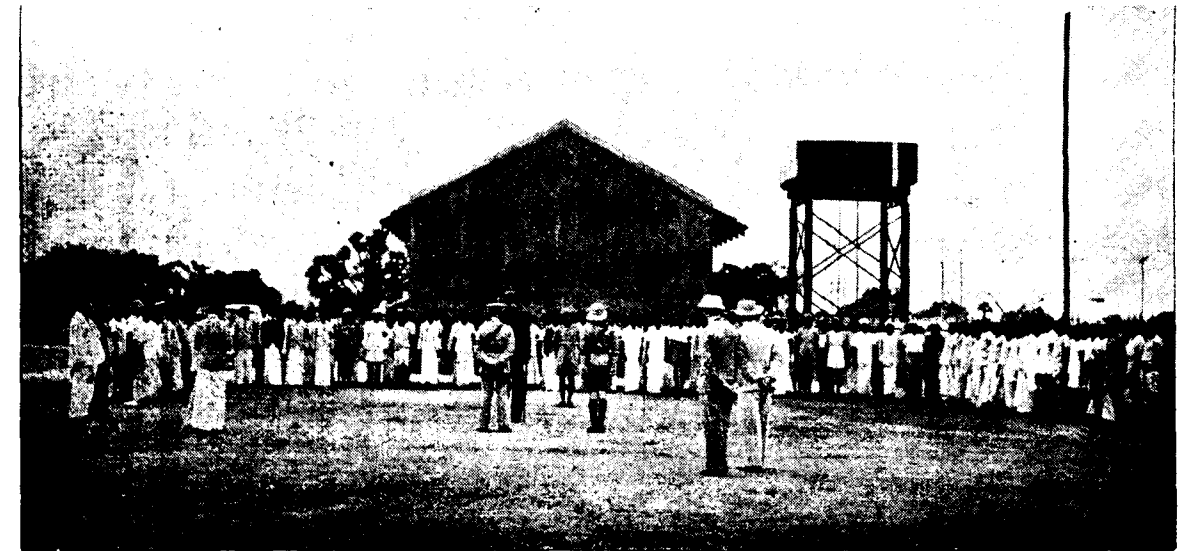
Elsewhere in the issue is published a list of our Railway men who have joined service in the Railway Military Units.

Prospects

While no definite promise can be made or guarantee given in regard to absorbing these men on demobilisation, it may be assumed that



Sixteen Station Masters and Guards, who, after training have left to join the Indian Engineering Corps.



His Excellency speaking to the trainees.

men who have had regular training and successful service under war conditions and who have become imbued with a stern sense of duty and discipline will be preferred for Railway Service to others.

Sons of employees, who at present are ineligible for consideration by the Staff Selection Board owing to lack of qualifications will be counted as eligible for consideration if they return from Military Service with creditable records.

THEY ANSWERED THE CALL AND GAVE THEIR BEST.

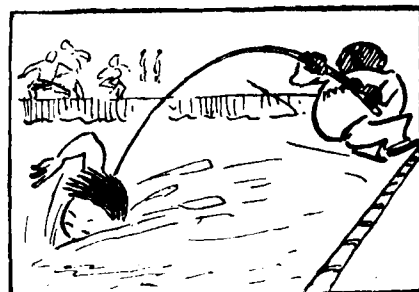
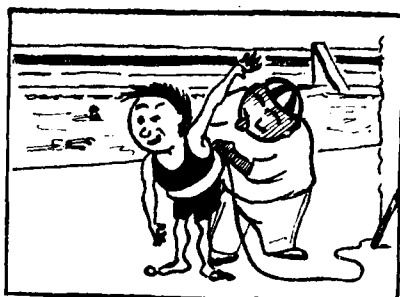
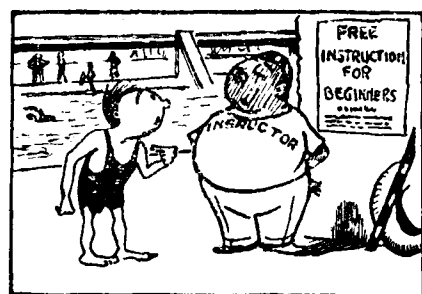
“The object is to provide a reserve of nurses sufficiently trained to be immediately useful when called up for duty in the present war. Their services will normally be required for duty in British or Indian Military Medical Units in India or in Civil

Hospitals in India in the event of their staff requiring additional strength by reason of air raids, actual or threatened, or the arrival of military patients.”

—Lady Linlithgow.



Her Excellency Lady Hope inspected the Nursing Division of the Ambulance Association.



WAR TELLS ON OUR TOURNEYS.

The repercussions of the war are felt in our sporting life too. Sports fans all over the Railway will be depressed, that in view of war exigencies, all the annual Tourneys have had to be cancelled. Though faced with a blank season in prospect, we hope the dark clouds of war will soon clear away and the tournaments will shortly be resumed.

S.I.R. Athletic Association

In view of the difficulties arising from the war, the Executive Committee of the S.I.R. Athletic Association have resolved that the Annual Sports due to be held in January, 1942 and the usual Inter-Institute Tournaments for the current year be cancelled and that in lieu therefor, the funds available be utilised to encourage sport and to provide

facilities therefor among all members of the staff irrespective of whether they are members of Institutes and Reading Rooms or not.

Billiards

The Annual Billiard Tournament commenced on the 11th October, 1941. Ten men participated this year as against 8 last year. The winner was D. Pears of Madura and the runner-up, L. D. Noronha of Trichy Jn. Institute.

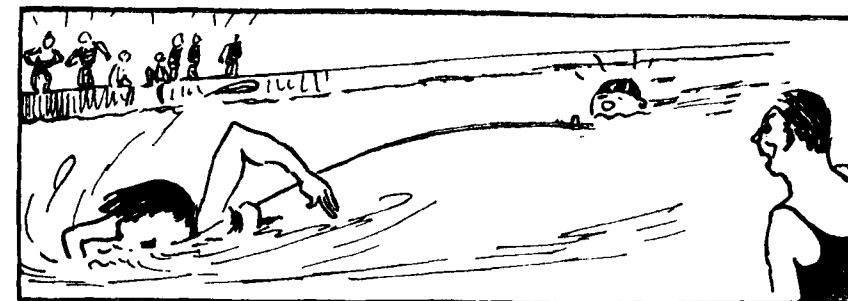
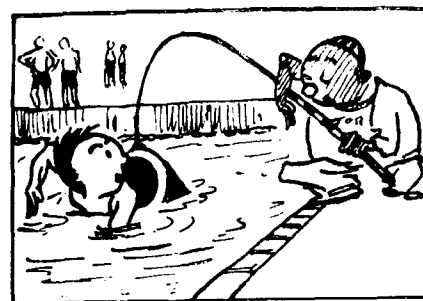
Cricket

The Ormsby Institute Cricket Club captained by Sri V. Shanker *defeated* the Wanderers Eleven in a one day Cricket fixture on Sunday the 30th November, 1941 by six wickets. The match was played at Bells' Ground.

SPORTS
NEWS



Photo taken at the anniversary of the Arts Section of the Ormsby Institute.



H. E. The Governor attends Boxing at Golden Rock

His Excellency Sir Arthur Hope, M.C., Governor of Madras, was a distinguished spectator at the Boxing Tournament conducted by the S.I.Ry. Battalion A.F. (I) on the 30th November, 1941, at the European and Anglo-Indian Institute, Golden Rock under the auspices of the South Indian Railway Athletic Association.

Mr. J. F. C. Reynolds, Agent and General Manager, thanked His Excellency for his presence, and on behalf of the Association, presented him with a cheque for Rs. 200 for the War Fund.

His Excellency in distributing the cups to the winners at the request of Lt.-Col.L.T. Hockley, E.D., congratulated the boxers, and reminded them that if they had the opportunity of fighting against the Nazis he hoped that they would hit them as hard as they had hit each other.

The results of the contests were as follows:—

Pte. M. Rozario *beat* Rec. V. Kitto on a technical knock-out in the second round.

L/Cpl. M. N. Hogg *beat* Pte. M. Palman on points.
Rec. Gowe, G. W. *beat* Rec. D. Welcome on points.
Pte. C. A. Pereira *beat* Pte. M. De Cruz on points.

Special Feather-weight Bouts (A) : Pte. S. De Cruz (South Indian Railway Battalion) *vs.* L/Cpt. Vassou J. (Madras Contingent); De Cruz *won* after a hard fought fight.

(B) Pte. F. Pereira (South Indian Railway Battalion) *vs.* Pte. E. Vassou (Madras Contingent). Pereira who was the more experienced boxer knocked out his opponent in the third round.

Ping-Pong

At the finals of the Inter Institute Table Tennis Tournament conducted by the S.I.R. Athletic Association, Sri K.Jambulingam *beat* Sri V. Rajagopal.



SRI K. JAMBULINGAM.
Winner, Ping-Pong.



Poppy Sellers
at Trichy Jn. Station.



SRI V. RAJAGOPAL,
Runner up, Ping-Pong.



SMILE-A-WHILE

Bought the Prisoners

The battle for Benghazi was in full swing. The colonel of a Scots regiment was jealous of the large number of prisoners the Australians were taking, so he called his men together and offered 2s. 6d. per hundred prisoners brought in.

The next day a Scotsman marched in with 800 Italians; the officers paid him £1 at the same time asking how he had managed to get so many single-handed. The Scot replied:

"I bought them from the Australians at a bob a hundred."

One better

"It was so cold where we were," said the Arctic explorer, "that the candle-light froze and we couldn't blow it out."

"That's nothing," said his rival. "Where we were the words came out of our mouths in pieces of ice and we had to fry them to see what we were talking about."

So Pertinent

Acting under difficulties, the touring company was producing "The Merchant of Venice" in a small country town.

"Give me my pound of flesh," demanded Shylock.

From the Gallery came a voice:—"Where is your ration book?"

The Reason

The old man's wife was entering a railway carriage and he made no effort to help her.

"You are not so gallant, John' as when I was a girl," she said, in gentle rebuke.

"No," was his reply, "and you are not so buoyant as when I was a boy."

Neutral, But...

When a U-Boat recently wrecked a ship and landed the survivors in South Ireland, two Civic Guards discussed the problem. "We ought to intern them."

"And why, I'm asking?"

"Why? Because we're neutral."

"Sure, we are. But who are we neutral against?"

His Doubt

The Canadian soldier was obviously enjoying his stay in London, and was very interested in the sights.

"Oh, by the way," he said, "in Canada we've heard a lot about this fellow Nelson—which paper does his column appear in?"

Really a Climax

A man had three sets of twins. The difficulty was to know what to call them. The first couple were girls, and he agreed to call one Kate and the other Duplicate.

The second set were boys, and the difficulty was solved by naming one Peter and the other Repeater.

They had another pair, boys again. It was settled that one should be called Max and the other Climax.

Made Money anyway

A lady said to a well-dressed young man the other day:

"So you play at the Cricket Club regularly?"

"Regularly," said he.

"And you make money at it regularly?"

"Regularly."

"I can hardly believe it. What do you play? Rummy or bridge?"

"No, ma'am. The saxophone."

Caller at 'Phone Office: "These flowers are for the 'phone girls."

Supervisor: "Oh, thank you, sir. You flatter our service."

Caller: "Flatter nothing! I thought they were all dead!"

A Bit Tippy

Two men, feeling very happy, boarded a tram-car. There was a naval officer behind them. Tom went upstairs, leaving Bill to get the tickets. Bill turned round to the officer and asked for two.

"My good man," said the scandalized officer, "I'm a naval officer, not a conductor."

"Lumme!" said Bill, collecting his wits. "Hey, Tom," he shouted, "come on down. We're on a bloomin' battleship".

A Helpful Idea

She'd inspected every frock in the shop and made biting remarks about most of them. At last she looked round the devastated place and complained:

"All your frocks are so skimpy. I think I'd look better in something flowing."

The exhausted assistant seized the opening.

"Madam might try the river," she said coldly.

If They Charged by Weight

In a crowded street car a very thin lady was greatly discomfited by the pressure of an extremely fat lady who sat next to her.

Turning to her other neighbour, the thin lady remarked: "They really should charge by weight."

To which the fat lady replied: "But if they did, dearie, they couldn't afford to stop for some people."

Clearing his Doubt

The young subaltern joined a famous regiment, and the adjutant was giving him one or two instructions.

"You must grow a moustache," he barked.

"Yes, sir."

"And not one of these miserable five-a-side affairs. A proper moustache."

"Yes, sir."

There was silence for a minute. Then the subaltern asked, meekly, "Any particular colour, sir?"

The Little Thief

"Thank you very much," said the clergyman as little Georgie handed in his offering for the harvest festival. "I must call round this afternoon and thank your mother for those eight beautiful apples."

"P-please, sir," stammered Georgie, "would you m-mind thanking her for t-twelve."

Out to Break the Record

The champion athlete in bed with a cold was told he had a temperature.

"How high is it, Doc?" he wanted to know.

"A hundred and three."

"What's the world record?"

Alice's Figure

"So you met Alice to-day?"

"Yes, I haven't seen her for ten years."

"Has she kept her girlish figure?"

"Kept it! She's doubled it."

Arithmetic

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

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

A College Course

Neighbour: "What is your son taking up at college?"

Father: "Space, nothing but space."

Cool

He: "I dreamt of you last night."

She (frostily): "Really!"

He: "Yes, and then I woke up, shut the window, and put an extra blanket on the bed."

A Vocation

"How would you classify a telephone girl? Is hers a business or a profession?"

"Neither. It is a calling."

A Question of Taste

"So you complain of finding sand in your soup?"

"Yes, Sir."

"Did you join the Army to serve your country or complain about the soup?"

"To serve my country, Sir—not to eat it."



A Group of Alsatian Dogs.

STAFF WELFARE.

Distress relief Committees in the Districts, increased conveyance and dearness allowances and several other ameliorative measures, form the main features of improvement of Staff Welfare.

Distress Relief Committees

In order to extend the scope of the Staff Benefit Fund Committee in the matter of relieving distress amongst the staff in districts, arrangements have been made to form "Relief of Distress Sub-Committees" from amongst the members of the District Staff Committees. These Sub-Committee members represent the staff of all the Departments of the Railway, and function under the Presidentship of the District Traffic Superintendents. Funds are allotted to these Sub-Committees by the Central Staff Benefit Fund Committee at Trichinopoly Jn. and the Sub-Committees are authorised to deal with cases of distress in their respective Districts.

Proportion Raised

As a result of representations from the District Staff Committees, the existing proportion of 33½ per cent of vacancies of IV Class Guards, allotted to the Traffic Out-door staff such as Travelling



It is the thoughtless who blame Fate for accidents. It is bad to lapse into the old fatalist theory that accidents do happen because they must. They do happen, but certainly, not when you can prevent them with forethought.

Most of the accidents are caused by unsafe practices, violations of safety rules, poor planning, inadequate supervision, oversight and inattention. A safety minded worker has comparatively nothing to worry about and it is a chance in a thousand for an accident to victimize him. Safety is an institution by itself and should be studied and practised as such. It pays you to do it.



Ticket Examiners, Booking Clerks, Ticket Examiners, Parcel Clerks, etc., has been raised to 50 per cent so that one half of the vacancies of IV Grade Guards may be filled by qualified Brakesmen and the other half by the Out-door Clerical staff.

A general revision of the scales of pay of the daily and monthly rated staff employed in the Marine Workshops at Mandapam has been made with effect from 5th July, 1941.

Increments

An Annual increment of Rs. 1-8-0 has been allowed to all the Junior Traffic Out-door Clerical staff who had been on Rs. 25 per mensem for more than 12 months.

The daily-rated staff employed on the Nilgiri Railway have been allowed to draw hill allowance as in the case of the monthly rated staff with effect from 1st October, 1941.

The conveyance allowance of Rs. 3 per mensem has been enhanced to Rs. 5 in the case of Sub-Assistant Surgeons at Mayavaram, Tinnevely, Quilon, Tuticorin, Salem, Cannanore, Mangalore, Shoranur and Tambaram.

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A fixed mileage of Rs. 7 per mensem has been granted to the Nilgiri Railway Brakesmen with effect from 1st October, 1941.

Other Ameliorative Measures

The time limit of three days fixed for the return of pass receipts has been extended to seven days in the case of both single and double journey passes.

With effect from 17th September, 1941, families and dependent relatives of Railway employees drawing Rs. 100 and below per mensem are allowed free X-ray and Electro-therapeutic treatment.

The Traffic Sweepers at Dindigul have been allowed to construct their own huts on Railway lands.

Arrangements have been made to shift the water tap to a position in front of the Rest House at Arkonam.

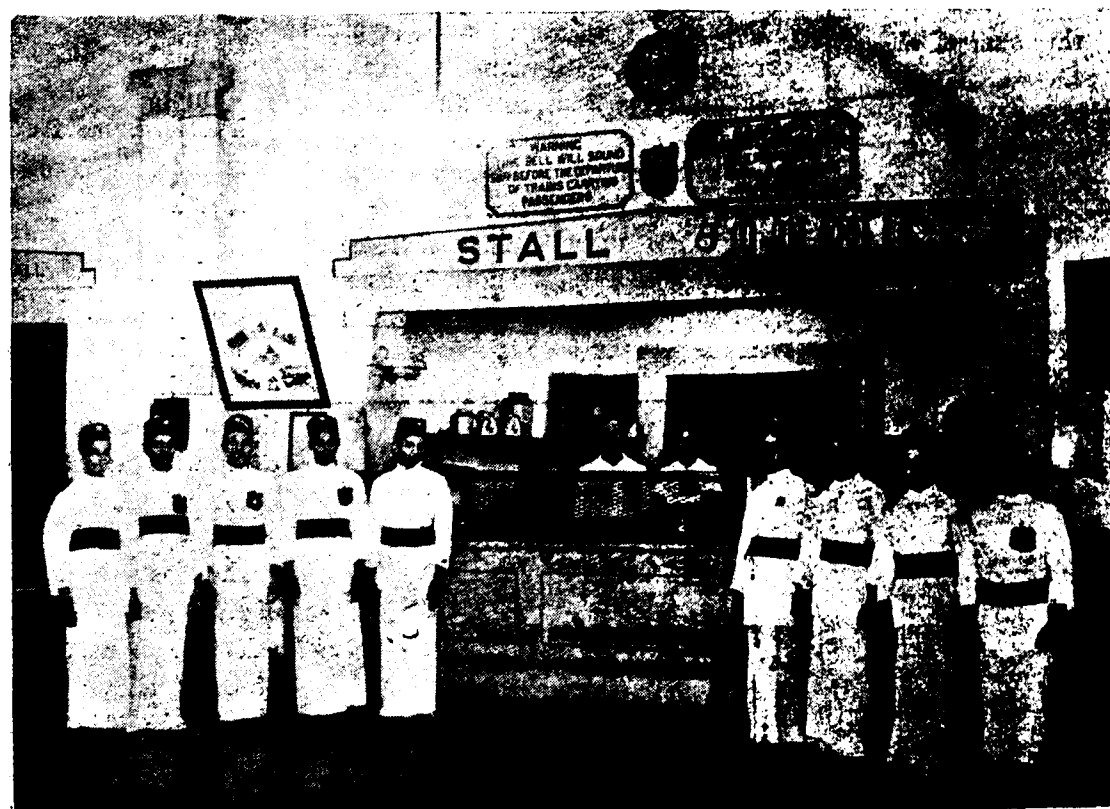
Additional staff have been sanctioned to the Engineering District Offices and the hours of work have been reduced to 36½ hours per week.

Increased Dearness Allowance

Pending further investigations into the matter by the Government of India, the Home and Railway Boards have sanctioned an enhancement in the rates of dearness allowance with effect from 1st November, 1941. The enhanced rates are :—

Area.	Pay limit.	Allowance.
B	Rs. 60 per mensem	Rs. 3-12-0 per mensem.
C	„ 35 „	„ 3-0-0 „

Coimbatore, Calicut and Trivandrum have been included in 'B' area.



The Catering Department employees look smart with their new uniform—Green caps and cummerbunds.



A New Dam in the Nilgiris.

A new Dam constructed at Ralliah in the Nilgiris District, was recently opened by His Excellency the Governor of Madras. It is believed to be the largest of its kind in the Madras Presidency for the storage of drinking water. The Dam is situated in the heart of a jungle, eight miles from Coonoor, a newly constructed motor road providing access to the site.

The spot where the Dam has been built is nearly 7,000 feet above sea-level. Coonoor, the popular hill station which was hitherto provided with water only from open channels fed by natural springs and later from an artificial lake, will now get a plentiful and continuous supply of good drinking water.

The Dam is 613 feet long and is 50 feet from the deep bed level. It commands a catchment area of 510 acres impounding 36,000,000 gallons of water.

Concessions for 'War Fund' Entertainers.

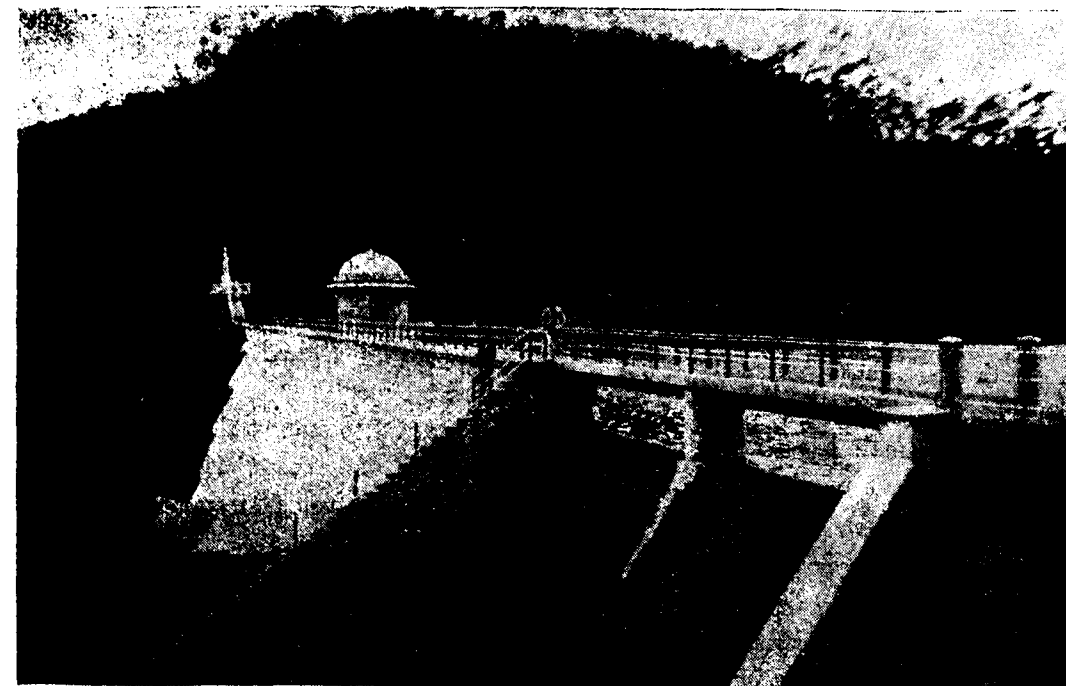
With effect from 15th November, 1941 the concession under the Indian Railways' Coaching Tariff has been allowed over this Railway in local booking to *bona fide* professional entertainers including dancing and musical parties when they travel in parties of not less than four to give public performances in aid of "War Funds" on production of a certificate to that effect from the District Collector.

A Choultry at Thiruppapuliur.

The Cuddalore Municipality maintains a choultry known as the 'Sadasiva Reddi Rao's Choultry, in Thiruppapuliur. It is situated very close to the Pataleswaraswami temple, about ten minutes' walk from the railway station and has nine rooms with electric lights, furniture and cooking utensils.

Closure of Line.

The Madura-Bodinayakkanur Line will be closed for all descriptions of traffic from 1st January, 1942.



The Ralliah Dam.

Enhancement of Passenger Fares

The passenger fares over the road portion of the Bhavani Kudal and Satyamangalam Out Agencies have been enhanced from 1st November, 1941.

Booking Office at China Bazaar, Madras

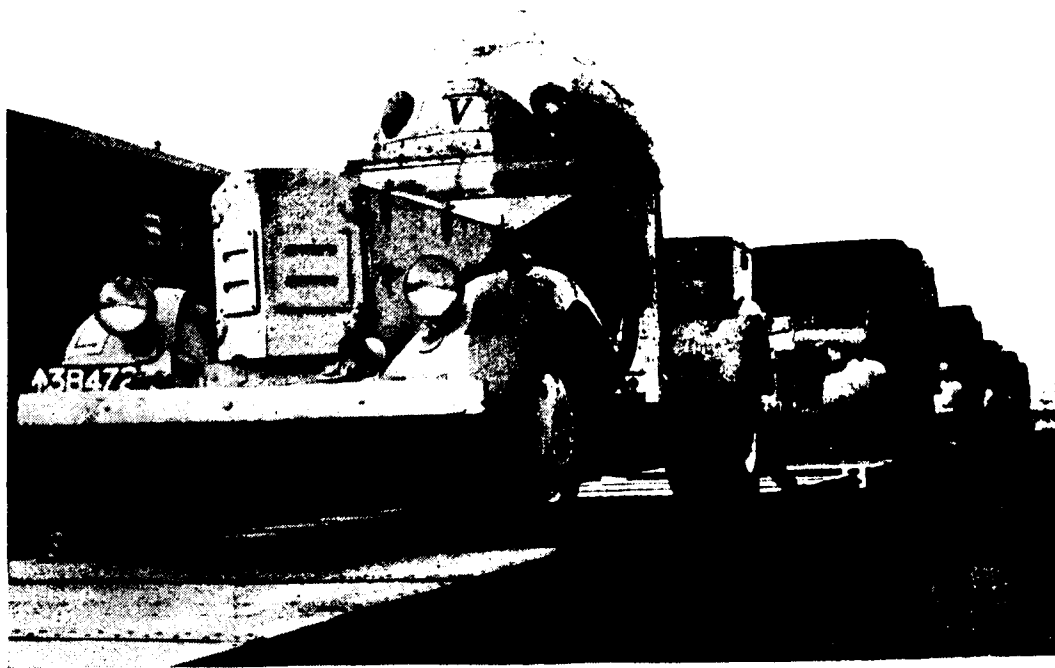
The China Bazaar Booking Office in Madras has been opened for the booking of outward parcels in local booking only. A booking fee of two annas per package will be charged in addition to the charge from Madras Egmore station.

Educational Tours

Due to war-time exigencies, it has been found necessary to withdraw the concession of reservation of accommodation for educational excursion parties.

Travancore Will Shortly Be on The Air

Travancore will shortly have its own 5 K.W. medium wave broadcasting station and transmission will be on 155-926 metres or 658 Kilocycles. Panga-para, 6 miles off Trivandrum Quilon road has been chosen to house the transmitting station.



The Military Display, held on the 15th October, 1941, at Trichinopoly, attracted large crowds, when demonstrations of the various military equipments were given.

A New Stadium at Trivandrum

What is believed to be the finest University stadium in South India has been constructed at Trivandrum. This magnificent sports arena recently opened by Sir Mirza Ismail has been designed to accommodate 20,000 people on the steps all round arranged in tiers.

A retired railway veteran who was spending a vacation down south in the hills got interested in a Fountain of Youth Scheme. He was given six pills and told to take one each day.

Defence Exhibition Train

A Defence Exhibition train organised by the Defence Department, which is touring all over India is scheduled to stop at the following stations on our Railway: Cannanore, Mangalore, Calicut, Ernakulam, Coimbatore, Tiruppur and Trichinopoly.

He forgot the directions and took all the pills when he retired for the night. When his wife tried to awaken him he drawled, "I'll get up but I'm not going to school this morning."

Dharmapuri Out Agency

With effect from 1st December, 1941 in local booking and from 1st January, 1942, in through booking with foreign Railways, an Out Agency at Dharmapuri has been opened for the booking of passengers, luggage, parcels and goods, with certain exceptions. It will be served by Morappur station. The booking of parcels and goods traffic over the Out Agency is subjected to the general conditions applicable to Out Agencies. The Ratna Motor Service are the Agents.

Restrictions withdrawn

The restrictions imposed in the booking of third class passengers between Kodaikanal Out-Agency and stations on this Railway as well as foreign Railways were withdrawn with effect from the 10th November, 1941.

Train Halt

A Train Halt, at Kurumbapalaiyam between Podanur Jn. and Madukarai stations on the Broad Gauge main line has been opened from the 1st December, 1941.

Glass Industry in Travancore

With the extensive deposits of quartz sands suitable for Glass Industry and cheap electric power available, the possibilities for glass manufacture in Travancore are being examined. Shertallay and Alwaye have many natural advantages for factory locations.

ON THE PILGRIM LINE.

Of particular pilgrim interest early this season are the Mahasivarathri and Thai Amavasai festivals at Rameswaram, Dhanushkodi, Point Calimere and Ramnad. Masi Magham at Kumbakonam and Panguni Uthiram at Palni and Trivandrum.

Lakshadeepam at Trivandrum

The Lakshadeepam or the Festival of a Lakh of Lights, at Trivandrum falls on Tuesday the 13th January, 1942. This is an unique festival which is celebrated once in six years and a large concourse of pilgrims throng to Trivandrum.

The period of availability of the Week-end return tickets issued, from certain Metre Gauge Stations to Trivandrum, from the 9th January, 1942 has been extended up to the midnight of 16th January 1942.

Thai Amavasai: 16-1-42.

The New Moon Day falling in the Solar month of Thai (December-January) has great religious interest. Shraddhas and other offerings to departed ancestors performed on this particular day are said to ensure salvation. Dhanushkodi, Rameswaram, Ramnad, Vedaranniyam and Point Calimere are the places chiefly associated with this day.

Thai Pushyam: 1-2-42.

The day over which the asterism Pushya presides in the month of Thai is specially chosen by the Hindus for the initiation of their children into the arts. Palni, Tiruvadamarudur and Vadalur are the important places where the festival is celebrated.

Mahasivarathri: 13-2-42.

The night of the fourteenth day of the dark half in the month of Magha is observed with much religious fervour by devotees of Siva.

Masi Magham: 2-3-42.

This festival usually occurs on the Full Moon day of the month of Magha. Kumbakonam, Swamimalai and Vriddhachalam attract pilgrims from the neighbourhood during the festival which lasts for ten days.

Poochoriyal at Narthamalai: 22-3-42.

Poochoriyal literally means "Shower of Flowers". The festival is celebrated to propitiate the Goddess Mariamman. Samayapuram, three miles off Bikshandarkovil and Narthamalai on the Trichinopoly-Pudukottah line are visited by a large number of people for this festival.

Besides the above, the following festivals—Floating and Car Festival at Tiruparankundram, Ennaikappu at Srivilliputtur, Panguni Uthiram at Trivandrum, Conjeeveram and Karaimadai are worth attending.

OUT STATION NOTES.

Railway Staff Present Purse to His Excellency

His Excellency Sir Arthur Hope, Governor of Madras, who arrived by Special Train at Villupuram on the 2nd December, 1941 was accorded an enthusiastic welcome at the railway station.

On arrival, Mr. V. Ramayya, District Engineer, garlanded the Governor and conducted him to a specially decorated platform wherein had gathered a large number of railway officials and members of the War Committee.

Mr. D. Narayanaswami Chetty, District Mechanical Engineer, presented, on behalf of the South Indian Railway staff, a purse of Rs. 2,000 to the Governor's War Fund, being the proceeds of dramatic and other entertainments organised by the Railway Staff. His Excellency thanked the Committee for the gift and added that no effort should be spared to help the war effort for the defence of this country.

Tambaram

The Drivers' Club, Tambaram celebrated on 29th September 1941, the Ayudha Puja when prayers were offered to the Goddess of Learning, for the speedy success of Justice and the final destruction of the forces of evil now threatening the whole world.

Cannanore

The members of the Railway Reading Room met on 1st November, 1941 to bid farewell to Mr. A. W. Strang, its outgoing President. Mr. C. H. Bidulph, the new District Engineer and Mr. Azeez, Assistant Engineer were also present.

After Tea, the Honorary Secretary on behalf of the members thanked Mr. Strang for all the help he had rendered during the period of his Presidentship and wished him long years of prosperous life.

Dr. G. N. Menon, the Honorary Secretary spoke about the war and the heroic part the sons of Mother India were taking in the prosecution of it. He said that not only individuals but associations also should contribute their mite towards the War Fund and proposed that a sum of Rs. 15 be contributed from the Reading Room Funds. This was approved unanimously.

Mr. Strang thanked the members of the Reading Room and said that he was glad to see that the

Reading Room had been working satisfactorily. He stressed the necessity for team spirit and co-operation which were essential to the successful conduct of any association.

With a vote of thanks to Mr. Strang and to Mr. Bidulph, the new President of the Reading Room, the function terminated.

Podanur

The Annual General Body Meeting of the Railway Reading Room, Podanur, was held on Wednesday the 24th September, 1941 at 6 p.m. under the Presidency of Mr. J. Harris, Assistant Engineer, Podanur.

The General Body recorded its appreciation of the valuable services rendered by the Hony. Secretary, Sri. N. Subramaniam who will continue to serve in that capacity. The Meeting confirmed the arrangements already made for the unveiling of the portrait of Dr. V. T. Naidu, L.M. & S., L.R.C.P., L.R.C.S., L.R.F.P. & S., D.P.H., District Medical Officer, Golden Rock on Sunday the 28th September, 1941, at 6 p.m. After Tea and Prayer, the Secretary of the Sports Branch of the Reading Room read his report.

The following Winners and Runners-up of the events were presented with Cups and Medals respectively :

1. **Ping-Pong.**
Sri K. P. Madhava Menon .. Winner.
Sri K. Rajagopalan .. Runner-up.
2. **Carrom - Singles.**
Sri A. Narayana Rao .. Winner.
Mr. S. A. Khader .. Runner-up.
3. **Carrom - Doubles.**
Messrs. A. A. Balasubramaniam & K. Rajagopalan. Winners.
Messrs. Abdush Shukkur & A. Mudiappan .. Runners-up.

The President, Mr. S. Chaudhury requested Mr. N. Seshagiri Rao to unveil the Portrait, who after performing the unveiling ceremony spoke in appreciation of the high qualities of Dr. V. T. Naidu.

After a vote of thanks the function came to a close.

"Trust the S.I.R. and go to sleep"

Extracts from a letter from the Headmaster, Hindu High School, Triplicane, Madras.

As the organiser of three special train excursions during the past three years I should like to accord you a word of appreciation regarding the help and convenience rendered by the Railway Company.

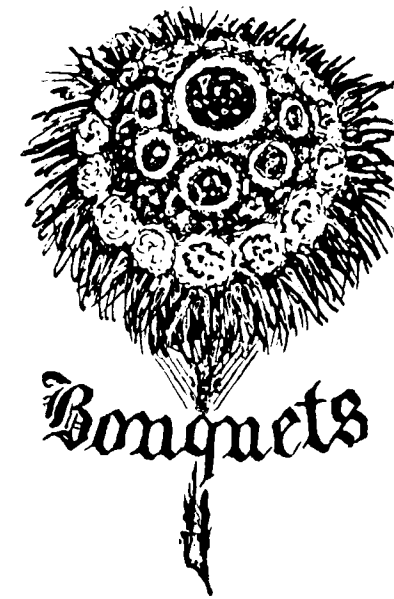
Educational Possibilities

The fillip to mass excursions given by the immense travelling facilities provided by your Company chalks out a new era in South Indian Education. The educational possibilities opened up by the kindness and readiness of the South Indian Railway authorities have not a little mitigated the strain of travel on excursionists and have spurred many an Institution in our Presidency to excursions activity. Excursions are tending to become an annual feature in our schools and colleges, thanks to the unstinting help rendered by the development section of your Department. One cannot but give expression to the genuine sentiments of gratitude that you so well merit.

Alert Service

Regarding the catering undertaken by the Company, I should say the Railway catering staff have become adepts in the art of quick and efficient catering—a factor which conduces to the comfort and leisure of these excursionists. Meal, chota, and lunch supplied were first class in quality and left nothing to be desired. Those engaged in the Refreshment Rooms were very obliging and alert in their service.

We experienced courtesy and comfort throughout. On the part of the staff a display of affability, courtesy and willingness to answer questions and to give information made our strenuous



journey from Madras to Dhanushkodi as happy and comfortable as possible and encouraged us to repose complete confidence in the Railway arrangements. The task of Railway authorities begins where the tedious task of the organiser ends in as much as he has thereafter only to "Trust the South Indian Railway and go to sleep."

First in Courteous Treatment.

(A tribute from the Maharaja of Sonepur.)

The Royal Ladies of the Sonepur State have just completed the South Indian tour on your Railway. We have been hearing from them from all the places they visited. In all their letters they have expressed their pleasure in the excellent arrangements made by you for their comfortable journey and the help you gave them for securing good accommodation and other conveniences. Though they were in a strange land quite far away from their home, they have never felt it so, since at every station on your Railway, they were treated so very courteously.

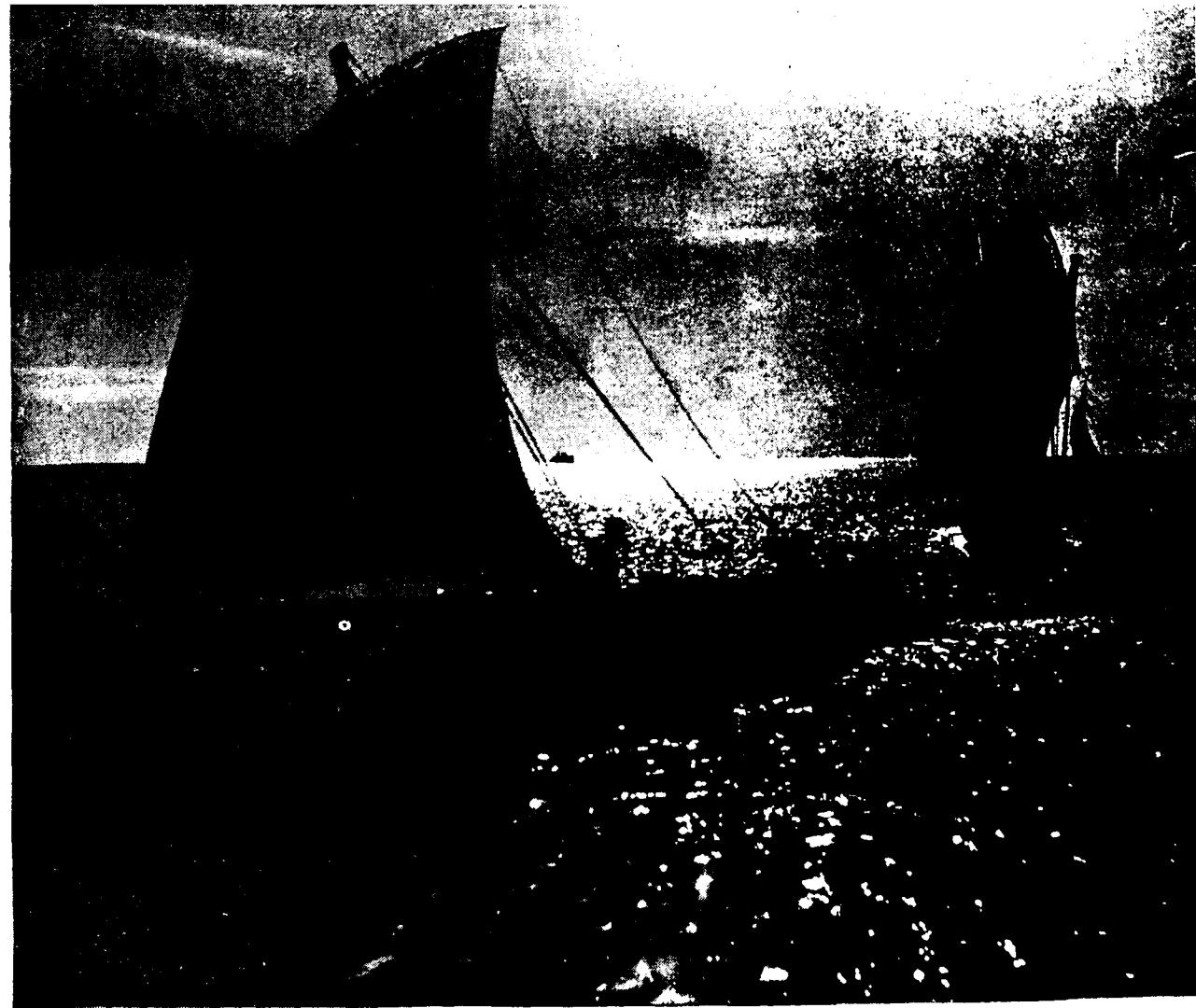
It gives us the greatest happiness in thanking you for the great trouble you have taken for the successful conclusion of their tour.

We have travelled over many Railways in different parts of India and we have no hesitation to acknowledge that your Railway stands first in their courteous treatment of the travellers. This is true of even the petty officers of the Railway all along.

So Cheerful and Obliging !

The Headmaster, Banadurai High School, Kumbakonam writes :

".....I write to thank you most heartily for the excellent way in which you entertained our excursion party. You might say it was your duty. Yes, it was, but there are ways of discharging one's duty



Tuticorin Beach.

and yours was an excellent inimitable way. Your sending the staff to Mahabalipuram to serve the lunch was very much appreciated by us all, and the staff are worth their pay. They were so cheerful and obliging."

* * *

"We stretch the long arm of brotherhood and motherhood to the Australian and New Zealand people and to the Indian people whose army has already been fighting with so much distinction in the Mediterranean theatre. And this movement of our naval forces in conjunction with the United States main fleet may give practical proof to all who have eyes to see, that the forces of freedom and democracy have not by any means reached the limit of their power."

"We owe it to ourselves and to our Russian allies

Kind and Considerate

The Headmaster, National High School, Nega-patam writes :

".....Our excursion party thoroughly enjoyed the tour on account of the facilities afforded by you and the Railway staff who have been uniformly kind and considerate."

and to the Government and people of the United States to make it absolutely clear that whether we are supported or alone, however long and hard the toil may be, the British nation and His Majesty's Government at the head of that nation in intimate concert with the Governments of the Great Dominions will never enter into any negotiations with Hitler or any party in Germany which represents the Nazi regime. In that resolve we are sure that the ancient city of London will be with us to the end."

Woriyur-The City of Hidden Treasure.

"Of old, not distant from the lonely isle
A city smiled - 't is now a sandy pile
And in that ancient city, bright and gay
Thy ancestors held imperial sway."

The Tamil classics bear ample testimony to the age and glory of the ancient Chola Emperors who ruled from Woriyur, Trichinopoly. No trace however

remains of all their triumph and their valorous deeds beyond a few inscriptions and the memory of their faith and culture which they

have left behind in literature and in the arts. An odd piece of rock known as 'Cholan Parai' is said to mark the site of the Chola palaces. The Pattinapalai, a classic of the Sangam age details the power and prestige of Karikal Chola a Chola Emperor to whom is ascribed also the dam across the river Cauvery, known as the Grand Anicut. The Tamil classics also mention other famous Chola Rulers. To Dharma Varma is ascribed the great Vaishnavite shrine dedicated to Nachiar, still being worshipped at Woriyur.

To King Dharma Varma, after intense prayer and due devotion, was born a daughter whom he named Kamalavadhi. This child—a gift of the Gods—became a great devotee of Lord Ranganadha at Srirangam and refused to marry any but the Lord Himself. Lord Ranganadha was so much pleased with her prayers that he commanded the King, in a dream, to arrange for the marriage. It is said that

at the hour fixed, Sri Ranganadha himself appeared and carried away the bride. This incident is commemorated in the

L. R. G.

annual celebration of a very colourful festival at

the Nachiar temple at Woriyur in the month of Panguni (about the end of March). The Pan-chavarneswarer temple still in a good state of preservation is also ascribed to the ancient Chola Kings.

The Chola Emperors were great patrons of art and culture and many poets and dramatists received royal patronage. Poets Ottakuthar, Pugalendhi and Saint Thiruppana Alwar are said to have graced the Chola Court.



The Nachiar temple, Woriyur.

Woriyur is known in the Puranas as Nisulapuri and Tirumukicharam. Floods and a sandstorm—the curse of the Gods or of a saint—are said to have destroyed this once famous capital and the destruction was so thorough that no vestige of the palaces or other edifices of those days were left behind.

The site of the Chola capital has time and again aroused the cupidity of treasure hunters and it is said that once even the British Government were so taken in by the passionate avowals of certain



Cholan Parai, Woriyur.

have fought for domination on this ancient site and for long Woriyur was a military cantonment which was later shifted to Puthur and then again farther away from the city.

persons that they actually set to digging up certain spots said to contain treasures but with no result. However, they did not dig deep or long enough, for Woriyur may yet prove a veritable mine to the savant and the archaeologist.

In recent times the English and the French

Ordnance factories in India are now assisted by 250 'trade' workshops and 23 'Railway' workshops and these auxiliary establishments have undertaken the production of 700 different items of munitions supply involving the production of over 20,000,000 individual articles. India has so far been able to send overseas

nearly 600,000 filled shells and 150 million rounds of small ammunition. She is now making about five times as many guns a year as were made in peace time and a good many components are turned out from Railway Workshops. The Railway Tool Rooms in India are producing 1,000 gauges daily.



The Principal Medical Officer and other Hospital Staff with H. E. Lady Hope.

THEY SAID.

A Tribute

"There could be no more appropriate occasion than this to refer to the superb contribution so far made by India to the achievement of the ideals for which we are fighting. She has without stint poured out men, money and supplies. Her fighting men, whether by land, by sea, or in the air, have covered themselves, and the land of their birth with glory. In the face of every device of modern warfare, in conditions often most difficult, in unfamiliar surroundings, India's fighting men, whether they come from the Indian States or from the Provinces of British India, have shown outstanding valour and endurance, and have added still further honour to the martial traditions of this country. The Empire and India owe them a debt of gratitude, a debt that will never be forgotten.

"In paying the tribute that I have to the gallant fighting men of India I would associate with it a word of gratitude for the immense assistance given us by our neighbour, the warrior kingdom of Nepal, whose troops have played their part with the distinction which we have come to expect of them in the various theatres of war in which they have been engaged.

"In the field of Supply, India has again made a contribution of immense significance and value, a contribution recognised throughout the Empire, a contribution that has in no small degree helped to bring home to many distant lands not only the great natural resources of India, but the high intelligence and skill of her craftsmen and her workers, and the readiness of all to play their part at times like these.

—Lord Linlithgow.

Fighting India's Battle

"The record of Indian troops in this war is a most impressive one, and I am proud to have had these troops under my command in several theatres. Their training, their discipline, physique and morale have

excited admiration wherever they have been, and I can assure you that the military reputation of India's fighting men stands very high in all parts of the Middle East. When I was at Home recently, I enquired after the Indian transport contingent, which went to France at the beginning of the war, took part in the battles in France and is now in England. I had not the opportunity to see them, but I was informed that in England, as elsewhere, their bearing and behaviour were excellent, and my requests for their return to India were met with a reluctance to spare them. I have also recently visited Burma and Malaya and have seen as many as I could of the Indian troops there. I can assure you of their welfare and of the good impression they have created.

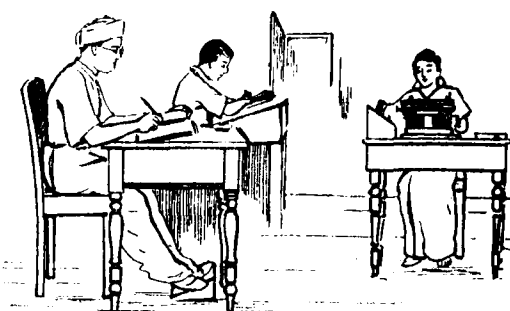
—Sir Archibald Wavell.

"In the first year of the war it was impossible to find the weapons and equipment necessary for the Indian Army. In the second year something was done. In the third year large supplies of the most deadly modern war apparatus will come in a steady flow to expanding formations of the Indian Army. The sons of India have already in this war shown themselves worthy of the highest respect and honour among military men. Wherever they have fought—in Cyrenaica, in the Sudan, in Eritrea, Abyssinia, Syria and now latest of all in Persia—the Indian divisions have played an important and distinguished part. During 1942 the armies of India with their British Comrades will be fighting on the long front from Caspian to the Nile. By so doing they will be barring the eastward progress of the war and thus keeping horrors of Nazi invasion thousands of miles away from the plains of Hindustan and homes of their dear ones. This is a highly honourable task and also as any one can see the best strategy."

—Churchill.

India's troops are serving at a considerable distance from their homes, but they are none the less fighting India's battle and are by their skill and courage preventing the approach of war to India itself."

—Sir Archibald Wavell.



STAFF NEWS

Appointments

The following were appointed as Temporary Assistant Traffic Superintendents from the date noted against each :

MR. AHMED RAZA	From 25-10-1941
.. MASUD SALAHUDDIN KHAN ..	31-10-1941
.. A. K. GUPTA	31-10-1941

Deputation

MR. T. L. SHIELD, Ag. Deputy Commercial Superintendent was transferred to the Military Department from 18th September, 1941. He is posted as Officer Commanding Technical Group, S.I.Ry., Trichinopoly.

SRI P. K. MADHAVA MENON, Assistant Traffic Superintendent, was transferred to the Military Department from 5th November, 1941.

MR. P. G. C. PEYTON, District Mechanical Engineer, Podanur, was released from 17th November, 1941 for Military service as Second in Command of a Railway Operating Company at Jullundur.

MR. D. A. LOCKE, Assistant Mechanical Engineer, Golden Rock, was relieved from Railway duty on 21st November, 1941 and he proceeded to Jullundur for Military Duty the same night.

Confirmation

SRI P. GOVINDA RAO was confirmed as Assistant Engineer, from 1st July, 1941.

Promotions

DR. C. G. MENEZES, Assistant Surgeon-in-charge, Central Hospital, Golden Rock, was promoted to act as District Medical Officer, Podanur, from 25th August, 1941.

MR. A. G. HEAD, Assistant Mechanical Engineer, Chief Mechanical Engineer's Office, Golden Rock, was promoted to act as District Mechanical Engineer, Podanur, from 5th November, 1941.

Transfers

MR. C. M. DODGE, District Traffic Superintendent, from Madras Egmore to Podanur from 8th September, 1941.

MR. P. M. VANSFALL, District Traffic Superintendent, from Podanur to Madras Egmore from 8th September, 1941.

MR. L. C. LAI, Assistant Engineer, from Tanjore to Tambaram from 14th September, 1941.

MR. T. VENKATASUBRAMANIA IYER, Assistant Engineer, from Golden Rock to Villupuram from 6th October, 1941 (Afternoon).

MR. G. PARAMESWARA WARRIAR, Temporary Assistant Engineer, from Villupuram to Tanjore from 7th October, 1941 (Afternoon).

MR. J. HARRIS, Acting Engineer, from Podanur to Sivaganga from 2nd October, 1941.

Leave

The following Officers proceeded on leave :

SRI V. GOPALASWAMI NAIDU, Assistant Engineer, on two months leave from 2nd October, 1941.

MR. A. W. STRANG, District Engineer, on 3 months leave from 3rd November, 1941.

Return to Duty

The following Officers returned to duty :—

SRI P. S. SUNDARAM IYER, District Engineer on 1st September, 1941.

MR. H. L. STIRLING, District Engineer on 1st October, 1941.

Emergency Commission

DR. S. JOSEPH, Assistant Surgeon-in-charge, Vriddhachalam, was selected for appointment to the Emergency Branch of the Indian Medical Department and joined his new post on 1st June, 1941.

DR. R. V. N. NAVUDU, Assistant Surgeon-in-charge, Erode, has accepted an Emergency Commission in the Indian Medical Service and joined on 5th October, 1941.

Retirement

SRI K. SRINIVASA IYENGAR, Accountant, Traffic Audit Branch of the Audit Department, proceeded on six months' combined leave from 22nd May, 1941 preparatory to voluntary retirement. He entered as a clerk in 1911 and became a Senior Accountant-in-charge of the Traffic Audit Branch by dint of merit. He was a Travelling Auditor for several years.



SRI K. N. RENGIA IYER, Head Clerk, District Traffic Superintendent's Office, Madras Egmore, entered service as a Number Taker at Podanur in 1907. After working as a clerk in the District Traffic Superintendent's Office at Madura and in the Chief Transportation Superintendent's Office, Trichinopoly, he was promoted as Head Clerk. He retired as Head Clerk, District Traffic Superintendent's Office, Madras Egmore, on 15th December, 1941 under age limit completing nearly 34 years of service.



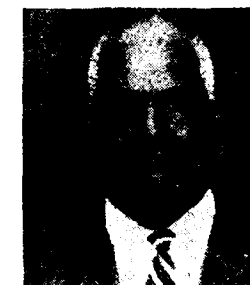
SRI C. R. SRIKANTA IYER, Clerk, District Traffic Superintendent's Office, Madura, entered service in 1909 as clerk and retired voluntarily on 31st October, 1941, after 32 years of service.

SRI N. GOVINDASAMY PILLAI, entered service in 1920 as a Relieving Clerk, Madras District and finally was Establishment Section Head Clerk, Calicut (Sub-Area). He voluntarily retired on 7th November, 1941.

SRI P. R. KRISHNA IYER, Station Master, Pallavaram, was appointed as a Paid Probationer at Podanur in 1908. He worked as a Station Master at various stations and joined Pallavaram on 29th September, 1937, from where he retired on 5th December, 1941, after a service of nearly 34 years.

SRI O. V. SAHASRANAMA IYER, entered service in 1907 as a Telegraph Scholar, Arkonam and rose up to the position of Station Master. He retired voluntarily on 22nd October, 1941.

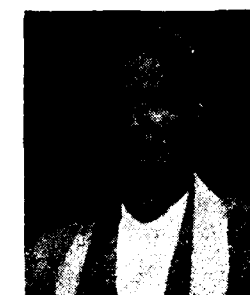
MR. K. CHANDOO, entered service in 1908 as a Telegraph Scholar, Trichinopoly and rose to the position of Station Master. He voluntarily retired on 27th December, 1941.



MR. E. L. GALLYOT, was reappointed as Assistant Station Master, Mayavaram, in 1924 and rose to the position of a Station Master. He voluntarily retired on 4th September, 1941.

SRI K. BALASUNDARAM NAIDU, Assistant Goods Clerk, Tanjore, was entertained in 1909 as a Probationer at Madras Egmore and voluntarily retired from service on 9th October, 1941, after having served for over 31 years.

SRI V. SUBRAMANIA IYER, Senior Assistant Booking Clerk, Madura, entered service in 1911 as a temporary Relieving Clerk and retired voluntarily on 29th October, 1941, after a service of 30 years.



SRI N. MANGALAM PILLAI, I Class Guard, Madura, entered service in 1907 as Brakesman and retired under age limit on 9th December, 1941. He had served for 34 years in the Railway.



MR. V. CHINNATHIAMBY, Shunting Driver, Villupuram, retired due to age limit on 15th November, 1941. He entered service as a cleaner in 1904 and worked his way up to Shunting Driver in which capacity he served for 22 years.

SRI N. GOVINDARAJULU PILLAY, Timber Storekeeper, Office of the Deputy Controller of Stores, Golden Rock, entered service in 1908 in the Mechanical Department and was subsequently transferred to the Stores Department. He rose to the position of Storekeeper by dint of merit and retired on 16th October, 1941 under age limit after 33 years of service.

MR. V. JAMES WILLIAMS, Storekeeper, II Grade, Metre Gauge Depot, Golden Rock, retired on 2nd October, 1941, on medical grounds after a service of 22 years.

SRI S. VISWANATHA IYER, Storekeeper, II Grade, Office of the Deputy Controller of Stores, Golden Rock, entered service in 1911 in the Mechanical Department as a Stores Issuer. His services terminated from 23rd December, 1941.

MR. H. SYED MOHIDEEN entered service in Construction in September, 1909. He was subsequently transferred to the Open Line Audit in 1911 and in 1917 to the Establishment of the Audit Printing Press as a Beller. After a long service of over 32 years he voluntarily retired on 6th October, 1941.

SRI T. V. PARTHASARATHI NAIDU, 2nd Class Guard, Trichy Jn., entered service in 1911 as a temporary Under Guard, Madura and was promoted

to the maximum grade on 1st April, 1935. He retired under age limit on 31st December, 1941, after a service of over 30 years.

MR. T. A. SHAIK MOHAMMED entered service in 1917 as Watchman, Madura and rose to the position of 2nd Grade Guard. He voluntarily retired on 16th November, 1941.

Long Service.

SRI C. V. MUTHUKRISHNA NAIDU, II Class Guard, Dindigul, entered service in 1903 as Brakesman and retired under age limit on 24th December, 1941, after 39 years of Service.

MR. J. A. D'SILVA, I Class Guard, Madura, entered service in 1904 as a Brakesman and retired under age limit on 22nd September, 1941, after a service of nearly 37 years.

MR. R. SABASH KHAN, I Class Guard, Trichinopoly entered service in 1906 as a Brakesman and retired under age limit on 14th December, 1941, after a service of about 36 years.



Over Forty Years in the Shops.

SRI S. RENGASAMY RAJA, was entertained at Negapatam as Painter and rose to the position of Grade I, Chargeman, Paint Shop, in the Central Workshops. He retired on 2nd December, 1941, after a service of about 40 years.

SRI M. SADANANDHAM PILLAY, Chargeman, Erecting Shop, Golden Rock, was entertained as Fitter in 1900 and was promoted to the monthly cadre in 1921. He retired on 27th December, 1941 having served 41½ years in the Railway.



OBITUARY.

The Late Sri E. S. Ramaswami Iyer

We deeply regret to record the demise of Sri E. S. Ramaswami Iyer, Retired District Traffic Superintendent, on the 29th November, 1941 at his residence in Tenmore, Trichinopoly. Born in 1886, he entered service as a Signaller in 1904. His abilities soon attracted notice and he gained rapid promotion, becoming the Head Clerk of the Madura District Traffic Superintendent's Office in 1914 and a Traffic Inspector in 1918. He was one of the earliest Indian subordinates to be promoted to the Superior Cadre in 1927. He was confirmed as District Traffic Superintendent in 1933, and retired in 1939 due to illness, after thirty-five years service.

Sri E. S. Ramaswami Iyer was a very able and efficient Officer having a thorough grasp of all the details and principles of Traffic working. He had a pleasing personality and his genial temperament made him an entertaining conversationalist being always full of interesting anecdotes of men and things.

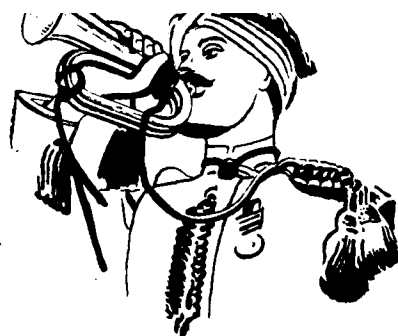
We convey our sincere condolences to his bereaved wife in her sad loss.

Late Rao Sahab P. J. Gnanavaram Pillai

We regret to record the death of Rao Sahab Sri P. J. Gnanavaram Pillai on 5th September 1941, at Trichinopoly. Mr. Pillai joined the Railway service in June, 1896, when he was twenty-three years of age, as a Clerk in the Loco. Office at Negapatam. By dint of exertion, he steadily rose to the position of the Chief Clerk of the District Office, Podanur in 1911 and then in 1915 was transferred to Negapatam works as Central Storekeeper. In March, 1921 he was designated as Supervising Storekeeper. In May of the same year he was

promoted to act as Chief Clerk, Loco. Office, General Section and in April, 1922 he was posted as Inspector of Loco. and Carriage Stores in the grade Rs. 200-25-250 which post he occupied till his retirement in March, 1929. He served the Company for nearly 33 years during which period his services were much appreciated. In view of his loyal and valuable services the title of Rao Sahab was conferred on him as a personal distinction in 1930. For some years he was a nominated member of the Madras Legislative Council representing Labour.

OUR MEN



IN "SERVICE".

The following is a list of our
relieved for "WAR

ENGINEERING DEPARTMENT. Officers.

No.	Name.	Designation.
1.	Mr. C. J. Wooldridge	Assistant Engineer.
2.	" D. J. Bourne	" "
3.	" P. Govinda Rao	" "

Subordinates.

4.	Mr. J. Jenkins	Draftsman, Chief Engineer's Office.
5.	" G. A. Netto	P.W. Sub-Inspector.
6.	" P. S. Mariasusai Pillai	Clerk, Engineering Department.
7.	" D. Seshayya Naidu	" "
8.	" H. M. Watts	Acting Permanent-way Inspector.
9.	" H. Fernandez	P. W. Sub-Inspector.
10.	" A. Mariasingarayan	Plant Fitter.

Menials.

11.	Shaik Batch	Gang Cooly.
12.	M. Ponnurangan	" "
13.	N. Manickam	" "
14.	V. Dharman	" "
15.	M. Govindan	" "
16.	N. Vedachalam	" "
17.	Kandan	" "
18.	P. Ponnann	Keyman.
19.	P. Arjunan	Gang Cooly.
20.	Thangavelu	" "
21.	E. Thanickachalam	" "
22.	V. Gangan	" "
23.	B. Sananna Koundan	Gang mate.
24.	P. Kunhambo Nair	Bricklayer Cooly.
25.	I. V. Michael	Carpenter.
26.	George V. Kanakaraj	Gang mate.
27.	B. Kaliappan	Gang Cooly.
28.	M. Selva Mudaly	" "

Ex-Railway Employees.

29.	Mr. P. S. Narayanamurthi	Draftsman.
30.	" J. Netto	Pump Engine Driver.
31.	" C. V. Krishnan	Overseer.
32.	" A. A. Dominic.	Supervisor.

AUDIT DEPARTMENT.

Officers.

No.	Name.	Designation.
1.	Mr. V. R. Riley	Assistant Auditor.
2.	Mr. G. W. O. Moore	" "

Subordinates.

3.	Mr. H. M. Lopez	Clerk.
4.	" C. A. Merritt	" "
5.	" T. M. Rodrigues	" "
6.	" S. Ganapathy	" "
7.	" Mohamed Abdul Ghaffar	" "
8.	" S. N. Shaik Dawood	" "
9.	" N. Thangavelu	" "
10.	" K. R. Seetharaman	" "
11.	" A. Ranganathan	" "
12.	" S. Sankaranarayanan	" "
13.	" M. G. Ramanathan	" "
14.	" R. Krishnamurthy	" "

Railway employees who have been
SERVICE":

MECHANICAL DEPARTMENT. Officers.

No.	Name.	Designation.
1.	Mr. A. J. Baker	District Mechanical Engineer, Golden Rock Workshop.
2.	" W. A. Bonner	Assistant Mechanical Engineer.

Subordinates.

3.	Mr. V. Kalimuthu	Coal Cooly.
4.	" Austin Jackson	II Fireman
5.	" A. G. Fernandez	" "
6.	" Leslie Vieyra	Driver.
7.	" M. Carrol	II Fireman.
8.	" E. B. Davey	Electric Crane Driver.
9.	" B. M. Dawson	B. S. Cooly.
10.	" T. A. Dawson	II Fireman.
11.	" R. D'Monte	" "
12.	" S. Veeramuthu	I Fireman.
13.	" D. A. Faria	II Fireman.
14.	" G. L. Hewitt	Engine Cleaner.
15.	" N. A. Daniels	" "
16.	" G. D'Cruz	R. S. Fitter.
17.	" Allen Ross	Fitter Cooly
18.	" G. D'Gressieux	" "
19.	" M. Dennis	" "
20.	" Gerald Rabel	" "
21.	" L. A. Brett	" "
22.	" N. French	" "
23.	" Clarence D'Costa	" "
24.	" D. E. Lawless	" "
25.	" C. J. Ross	Engine Cleaner.
26.	" D. N. Cleur	" "
27.	" E. V. Byran	Driver.
28.	" E. Stoddard	II Fireman.
29.	" B. M. Excompare	Fitter, I Class.
30.	" K. Ramachandra Naidu	II Fireman.
31.	" V. Appan	Striker.
32.	" D. Lozaro	Cooly.
33.	" J. Rogers	Boiler Cooly.
34.	" Mohamed Ghouse	Boilersmith.
35.	" A. Louis	Carriage Cleaner.
36.	" D. G. Parker	Engine Cleaner.
37.	" T. Arokiasamy	Carriage Cleaner.
38.	" V. Sankaran Nair	Clerk.
39.	" D. Bentley	Cooly.
40.	" A. E. Lawrent	Crane Driver.
41.	" H. W. Handerson	Rail Motor Driver.
42.	" F. Pavey	Cooly.
43.	" E. Trencher	" "
44.	" F. D'Cruz	Fitter.
45.	" A. Blake	Cooly.
46.	" C. Divine	" "
47.	" W. Gressieux	" "
48.	" A. G. Stopford	II Fireman.
49.	" J. White	Cooly.
50.	" Oscar Lawless	" "
51.	" E. Lawless	" "

GOLDEN ROCK WORKSHOPS.

52.	Mr. F. Joseph	Striker.
53.	" Adaikalasamy	Cooly.
54.	" P. Unnikrishnan	Tool and Stores Issuer.
55.	" L. Mantel	Fitter, I Class.

GOLDEN ROCK WORKSHOPS—(contd.)

No.	Name.	Designation.
56.	Mr. Timothy Couding	Cooly.
57.	" H. D. M. Gomez	" "
58.	" C. Rozario	" "
59.	" M. Ramasamy.	Rivetter.
60.	" A. Anthonisamy	" "
61.	" L. S. Gomes	Cooly.
62.	" J. A. Ignatius	" "
63.	" A. A. Francis	" "
64.	" T. Dheenathayalu	Electric welder.
65.	" L. F. Rozario	Cooly.
66.	" S. Murugesan	Mechanist, II Class.
67.	" Kallu Pillai	Striker.
68.	" R. Jeganathan	" "
69.	" I. Loordu	" "
70.	" C. J. Abernathy	Cooly.
71.	" H. U. A. Gomes	Ty. Boy.
72.	" C. L. Narcis	Ty. Cooly.
73.	" J. A. White	Crane Driver.
74.	" Narayanan	Fitter, II Class.
75.	" S. D. Rozario	Crane Driver.
76.	" A. E. Rigley	Prog. Chaser.
77.	" M. Packirisamy	Crane Driver.
78.	" T. Louis	Rivetter.
79.	" Borty Joseph	Fitter, I Class.
80.	" G. V. Samuel	Electrician.
81.	" C. Brown	Prog. Chaser.

TRAFFIC DEPARTMENT.

Officers.

1.	Major T. L. Shield	Deputy Commercial Superintendent.
2.	Mr. P. K. Madhava Menon	Assistant Traffic Superintendent.
3.	" W. Bywater	" "
4.	" R. D. Stephenson	Assistant Signal and Telegraph Engineer.

Subordinates.

5.	Mr. L. T. Nunes	Ticket Examiner.
6.	" H. A. Mitchell	Relieving Clerk.
7.	" M. Sankaran Nair	" "
8.	" P. N. Ramakrishna Pillai	" "
9.	" N. K. Chandrasekara Nair	Clerk.
10.	" K. C. Gopala Panikkar	Assistant Goods Clerk.
11.	" Navaneethakrishnan	General Clerk.
12.	" Syed Abdul Gaffoor	Guard.
13.	" Edward Ephraim	Clerk-in-charge.
14.	" M. B. Amman Dada	Station Master.
15.	" George Jayaraj	Assistant Goods Clerk.
16.	" K. A. Srinivasalu	Guard.
17.	" J. A. Fluery	Travelling Ticket Examiner.
18.	" S. M. Antoneo	Relieving Clerk.
19.	" M. Chambau	Ticket Examiner.
20.	" P. Athistam Raj	Relieving Station Master.
21.	" R. Srinivasan	General Clerk.
22.	" S. Shanmugam Chetti	Relieving Clerk.
23.	" S. Veerabadran	Station Master.
24.	" W. B. Fernandez	Assistant Goods Clerk.
25.	" T. M. Kulanthavelu	Temporary Clerk.
26.	" K. Ramanathan	General Clerk.
27.	" G. L. Brown	Ticket Examiner.
28.	" C. C. Sladen	" "
29.	" S. A. Surrao	Relieving Station Master.
30.	" D. I. G. Chelladurai Pandian	General Clerk.
31.	" V. P. B. Gomez	Assistant Parcel Clerk.
32.	" R. Rodrigues	Assistant Goods Clerk.
33.	" E. Periera	Pro. Relieving Clerk.
34.	" A. P. V. Devdossa	Ticket Examiner.

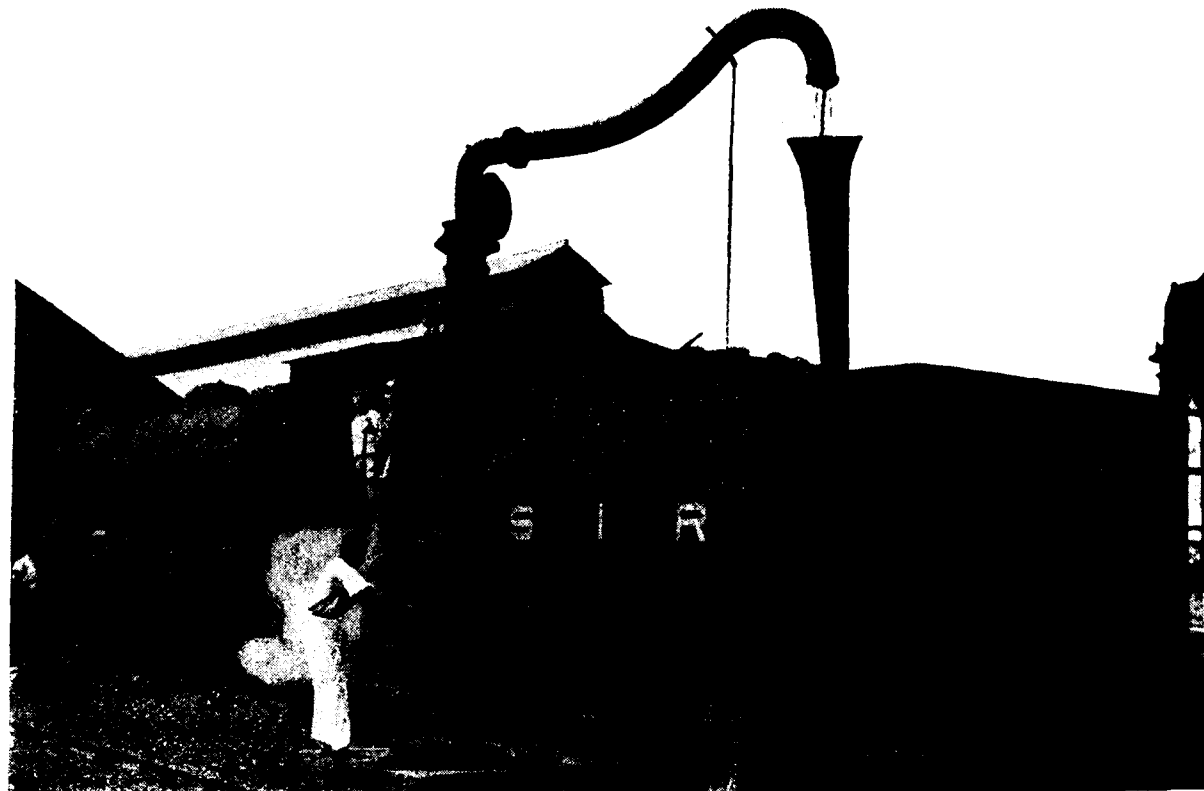
TRAFFIC DEPARTMENT—(contd.)

Subordinates—(contd.)

No.	Name.	Designation.
35.	Mr. Legget	Ticket Examiner.
36.	" R. Kuppusamy Naidu.	Guard.
37.	" T. R. Govindarajulu Naidu	Clerk.
38.	" E. S. Jacob	Guard.
39.	" K. A. Anantharama Iyer	Signaller.
40.	" M. S. Paul	Signalman
41.	" E. V. Venkatachallam	Station Master
42.	" S. Narayan	" "
43.	" M. Antony Doss	" "
44.	" S. P. Wilfred	" "
45.	" Ramakrishnavalliah	" "
46.	" Ramachandra Rao	" "
47.	" M. Isiah	" "
48.	" Sivasankaran Pillai	" "
49.	" T. S. Mathai	" "
50.	" H. D. Leene	Ticket Examiner
51.	" B. Subbiah	Signaller.
52.	" V. M. Antony	Assistant Train Controller.
53.	" A. Venkatramiah	Guard.
54.	" D. Masilamani Joshua	Relieving Clerk.
55.	" V. Pushparaj	Assistant Goods Clerk.
56.	" Brady	Guard.
57.	" C. Timmins	" "
58.	" T. K. Balakrishnan	Pro. Relieving Clerk.
59.	" P. Kunjankutty	" "
60.	" M. I. Chacko	" "
61.	" M. P. George	" "
62.	" Mathew V. Kottur	" "
63.	" M. P. Narayanan Nair	" "
64.	" R. Adimoolam	" "
65.	" N. V. Elias	" "
66.	" P. Vidyadharan	" "
67.	" A. M. Rajabhadur	Clerk.
68.	" H. J. Swares	Guard.
69.	" J. A. Melder	Signaller.
70.	" Elias Devasahayam	Clerk.
71.	" K. A. Ramachandran	Assistant Booking Clerk.
72.	" J. S. Pereira	Relieving Clerk.
73.	" Sourirajan	Assistant Booking Clerk.
74.	" T. K. Jeersamiah	Ticket Examiner.
75.	" W. A. Lines	Head Fitter.
76.	" T. Ramasamy Naidu	Ticket Examiner.
77.	" Seeni Sultan	Fitter.
78.	" P. N. Sankaran Nair	" "
79.	" R. Achuthan	" "
80.	" L. P. Jeermiah	" "
81.	" P. Chathukutty Nair	Pointsman.
82.	" M. K. Raman Nair	" "
83.	" S. Narayanasamy	" "
84.	" T. Govinda Menon	Peon.
85.	" M. Annavi Ambalam	Pointsman.
86.	" B. Perumal Naidu	" "
87.	" M. Vadamalai Naicker	" "
88.	" S. Naina Ambalam	" "
89.	" P. Palnikumar	" "
90.	" M. K. Padmanabha Nair	" "
91.	" K. Madhava Nair	" "
92.	" I. Thomas	" "
93.	" S. Velusamy Naidu	" "
94.	" R. Baskaran Nair	" "
95.	" Lazarus	Watchman.
96.	" K. A. Natesan	Gateman.
97.	" Raghuraman	Pointsman.
98.	" M. C. Krishnan	Gatekeeper.
99.	" V. Paramasivan	Pointsman.
100.	" A. Raman Nair	" "
101.	" C. K. Krishnan	" "
102.	" V. Somu	" "
103.	" Sengoda Gounden	" "
104.	" Doraisamy Chetty	Gatekeeper.

The following is a list of men sent to Jullundur from the Technical Group of S. I. R. :-

No.	Name.	Category.	No.	Name.	Category.
1.	Mr. V. G. Footman	C. S. M. Workshop Foreman.	42.	Perumal	Platelay.
2.	W. E. Vardon	Havildar Junior Charge-man.	43.	Murugesan	"
3.	D. Marudamuthu	Hammerman.	44.	Ramasamy	"
4.	K. Krishnan	"	45.	Kolandasamy	"
5.	B. S. Angamuthu	"	46.	Vaithilingam	"
6.	T. Marianandam	"	47.	T. Innas	"
7.	V. Basheer	"	48.	Mathalamuthu	"
8.	V. Marimuthu	Mason.	49.	P. Madasamy	"
9.	K. Narayanasamy	Mechanic (Machinist)	50.	Gnanaprasadam	"
10.	R. Balakrishna Menon	Driver, M. T.	51.	Arumugam	"
11.	Sundaram Pillai	Platelay.	52.	V. Ragavan	"
12.	P. Unnikrishnan	Fitter.	53.	D. Hirian	Bricklayer and Mason.
13.	D.O.L. La Frenais	"	54.	Mr. T. V. Chakrapani Rao	P. W. I. (Grade II).
14.	A. Gabriel	Carpenter.	55.	M. Adaikalaswamy	" (" III).
15.	B. Baskaran	"	56.	S. Ellis	" (" II).
16.	Mr. P. D. Lawless	Station Master.	57.	T. K. Seshadri	A. P. W. I. (Grade I).
17.	K. Ganapati	Blacksmith.	58.	K. F. Rozario	" (" D).
18.	K. Kuttian Asary	"	59.	R. A. Cuxton	" (" D).
19.	A. Savarimuthu	Carpenter.	60.	V. Padmanaban	S. I. Works.
20.	Velayutham	Driver, M. T.	61.	R. Gurusami Naidu	Pointsman.
21.	I. Jacob	"	62.	S. Ramalingam	"
22.	Arulanandam	Fitter.	63.	A. Dhananj	"
23.	S. L. Muthuraj	"	64.	Rayappan	"
24.	P. Manickam	"	65.	A. Anthonisamy	"
25.	W. N. Stephenson	"	66.	N. Gopalakrishnan	"
26.	M. Thangavelu	Hammerman.	67.	Mr. M. Ratnasamy	Clerk, Grade I.
27.	K. Madhavan	Pointsman.	68.	De'Metre, J.	" I.
28.	J. E. Bronkhurst	Driver, Ry.	69.	Galvert	Riveter.
29.	Mr. K. R. Ramachandra Pillai	Station Master.	70.	Dornisamy Konar	Moulder.
30.	A. Muthuvelu	Carpenter.	71.	S. Mariadoss	Carpenter.
31.	Innasimuthu	"	72.	Arokiasamy	"
32.	Mr. E. B. T. Moorthi	Electrician	73.	Ratnasamy	"
33.	V. Israel	Riveter.	74.	Abdul Gaffoor	Pointsman.
34.	R. Achuthan	Signal Fitter	75.	Adaikalasamy	Blacksmith.
35.	Mohamed Usman	Fitter.	76.	K. Aravamuthan	Storeman, Tech. Grade II.
36.	J. D'Cruz	"	77.	Jerrad Lean	Carpenter.
37.	R. Arunachalam	Platelay.	78.	K. Govindasamy	Riveter.
38.	R. Subba Naidu	"	79.	N. Rajagopal	Boiler Maker.
39.	A. Pitchai	"	80.	Santhanasamy	"
40.	A. Pitchai	"	81.	Thangavelu	Moulder.
41.	Arokiasamy	"	82.	A. Kolandasamy	"
			83.	V. Singaram	Pointsman.
			84.	Sundaram	Coppersmith.



A shovel a minute, of coal and many gallons of water per hour are its normal fare and one of the major worries of 68

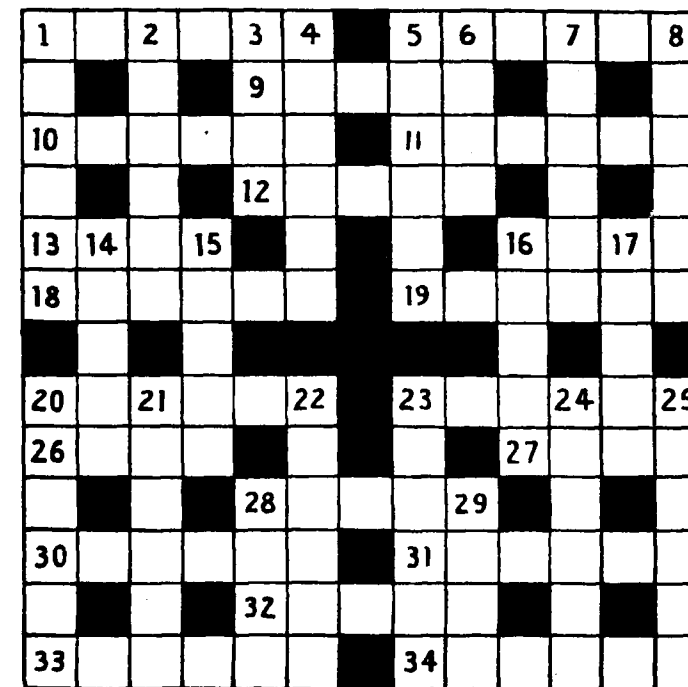
Transportation is to find water of the correct quality at necessary points on the line.

CROSSWORD PUZZLE No. 10.

(For Amusement only.)

CLUES ACROSS.

- Account.
- Pastimes.
- Angry.
- Bubbling sound.
- In advance.
- Dens.
- Fish egg masses.
- Gala.
- Imprisonment.
- Diminish the force of.
- Unite firmly.
- Lubricant.
- Parched.
- Ceased to live.
- Frozen dew.
- Preserve.
- Protective head gear.
- Part of a roof.
- Rotated.
- Tendos jumbled.



CLUES DOWN.

- Consideration.
- Carrier.
- Small brook.
- Entertains.
- Stowed away.
- Writing implements.
- Brought up.
- Make sorrowful.
- External.
- Dried up.
- Celebrated.
- Annoy.
- Floor covering.
- Machine for cutting.
- Thin line.
- Lacerates.
- Aviator.
- Supervised for publication.
- Run away.
- Trial.

SOLUTION FOR CROSSWORD PUZZLE

No. 9.

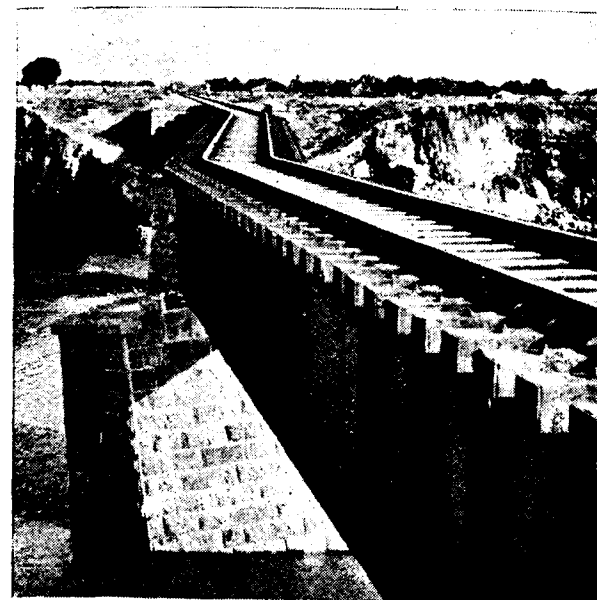
- | ACROSS. | DOWN. |
|--------------|-------------|
| 1. LIFELONG | 1. LEARNER |
| 5. EGAD | 2. FITTING |
| 8. ARTESIAN | 3. LOST |
| 9. BETA | 4. NUANCE |
| 11. NAIL | 6. GLEAM |
| 12. SCENEMAN | 7. DRAIN |
| 14. RAGLAN | 10. ENTRY |
| 15. TRACKS | 13. PAPA |
| 19. MASSACRE | 16. CONVICT |
| 21. ANNA | 17. SWAGGER |
| 23. JACK | 18. BRUTAL |
| 24. STARLING | 19. MAJOR |
| 25. RUSE | 20. SOCKS |
| 26. SLIGHTER | 22. FROG |

Appointments in South Indian Railway.

Appointments are filled by a regular procedure and vacancies are advertised in the leading newspapers. Applications received in response to advertisements are considered and applicants regarded as suitable are interviewed by Selection Committees. Intending applicants for appointments in the Railway and those interested in them are hereby warned :

- That Officers of the Railway are forbidden to give interviews regarding appointments except to applicants who have been summoned under proper authority to be interviewed ; and
- That canvassing is strictly forbidden and that any applicant who attempts to use influence of any kind to secure special consideration for himself renders himself liable to disqualification.

E. C. LIGHTBODY,
for Ag. Agent and General Manager.



The line on the Salem-Vriddhachalam section, was sharply bent due to the Sunken Pier, during the recent breaches.



Photo taken at the opening of the Madura-Bodinayakanur Chord Line. This line has now been closed for all descriptions of traffic.

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RAILWAY SIGNAL

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BRAKE ENGINEERS

SAXBY & FARMER (INDIA), LTD.,

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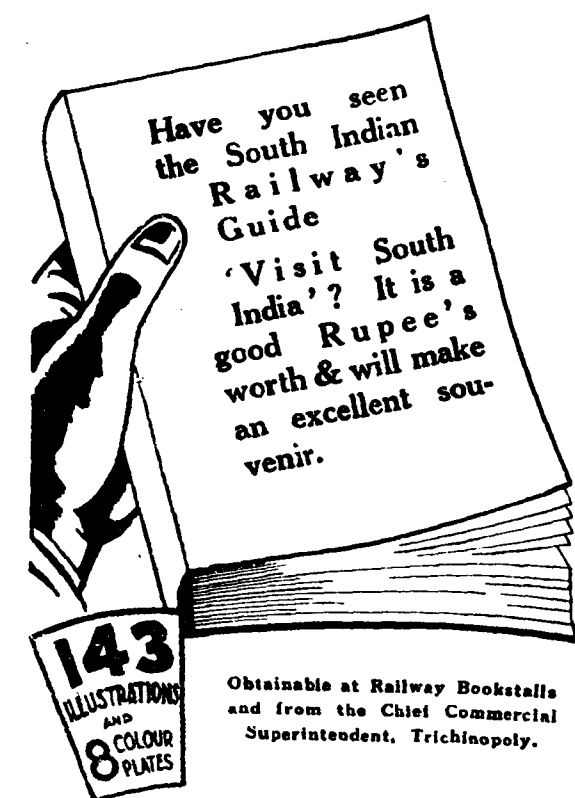
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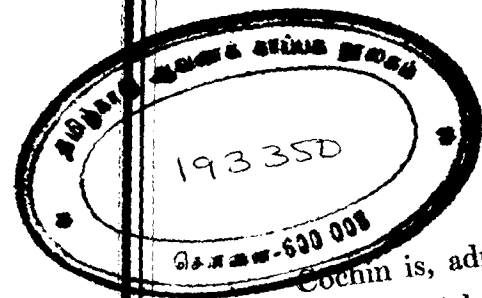
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VISIT COCHIN

for a Real Holiday.



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.

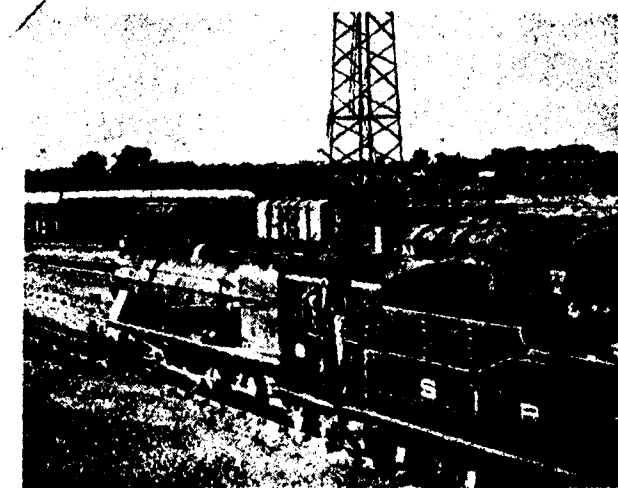
All the important towns have well-equipped travellers' bungalows, and there are also good hotels to stay in.

KEEP THEM MOVING

IDLE WAGONS

MEAN

UTTER WASTE



CO-OPERATION

The public will realise that it is impossible for Railways to keep an unlimited stock of wagons for all purposes under war-time conditions and it is only by close collaboration between the Railways and those who use the Railways that a proper utilisation of the existing stock of wagons to the benefit of all concerned can be achieved. The first essential is, that wagons placed at the disposal of merchants for loading or unloading should be promptly released.

DEMURRAGE A DETERRENT MEASURE

Railway rules provide for a maximum time in which loading or unloading has to be completed. Detention of wagons beyond this free period involves payment of demurrage. Demurrage, however, is not intended to be a source of revenue to the Railways, and is levied more as a deterrent measure against the detention of wagons by the public. In fact, in times like the present, the levy of demurrage is but poor compensation for the dislocation of traffic that follows from such detention.

PLAN YOUR DEMANDS

Traders often indent upon the Railways for particular types of wagons. While the Railways are ever ready to meet the wishes of their constituents it should be borne in mind that special types of wagons are limited in number and can only be supplied if and when available. A planned system of ordering goods would obviate many difficulties in the wagon supply. It is the spirit of co-operation that comes foremost.

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Keep *them* **SMILE**
in the FRONT
by HELPING the
VARIOUS DISTRICT
WAR CHARITIES



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