

Southrailnews



GUST, 1960 • INDEPENDENCE DAY NUMBER •



37th

"SOUTHRAILNEWS"

NOTICE

October Number of the 'Southrailnews' to be published
on 2nd October 1960, Mahatma Gandhi's Birthday

It is fitting and proper that the October Number of the 'Southrailnews' is brought out on Mahatma Gandhi's Birthday. The Father of the Indian Nation gave some advice to railwaymen, besides setting an example by his austere life.

The advertisements in this Number will be a constant reminder of the products and their utility, as this Number is associated with the Father of the Nation. The Indian public can be expected to take special interest on perusing some of its pages. Kindly advise your space requirements early, so that we may reserve the space and ensure the best possible position for you.

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CIRCULATION

The 'Southrailnews' circulates over the entire area covered by the Southern Railway which includes the States of Madras, Andhra, Kerala, Mysore and parts of Bombay. The Minister and Deputy Ministers for Railways, the Chairman, Members and Directors of Railway Board, General Managers, Controllers of Stores, Chief Engineers (Civil, Mechanical, Electrical and Signal and Telecommunications) of Indian Railways, Industrialists and Commercial Firms are on our permanent mailing list. Copies are available at Railway Bookstalls.

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EDITOR
'Southrailnews'

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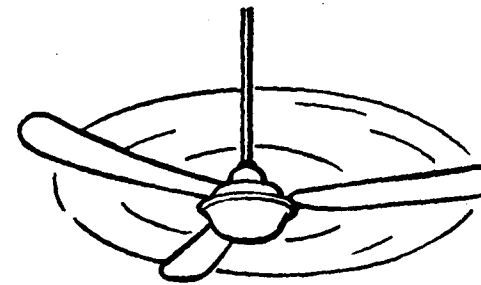
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SOUTHRAILNEWS

(Published by the Southern Railway)

VOL. VII

EDITORIAL NOTICE

No. 5

K. SRINIVASAN, Editor

All contributions must be clearly typed and double-spaced on one side of the paper only, and signed, not necessarily for publication but as a guarantee of good faith.

Manuscripts and photographs, not accepted for publication, will be returned only if the sender so requires and encloses the usual stamped, addressed envelope.

Contributions should be addressed to the Editor, not by name, and reach him not later than the 10th of the previous month.

The Editor does not assume any responsibility for the accuracy of the news supplied by correspondents or for opinions expressed by contributors. Opinions expressed in the Southrailnews whether editorially or by contributors should be regarded as having no official authority.

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THE EDITOR

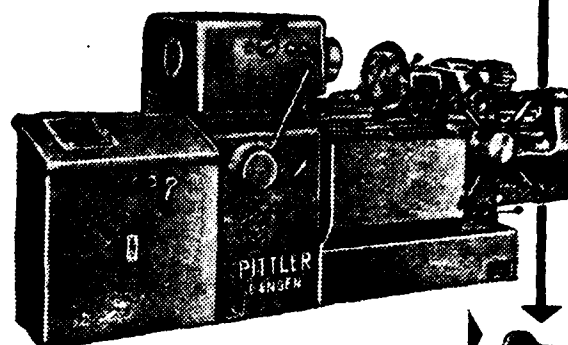
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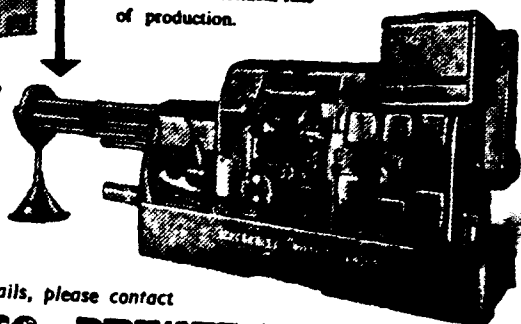
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SOUTHERN RAILWAY

TENDER NOTICE No. 38

THE DIVISIONAL SUPERINTENDENT (Works Branch), Southern Railway, GUNTAKAL, invites separate sealed tenders for the following works upto 16-00 hours on 1-9-1960:—

Serial No.	NAME OF WORK	Approximate cash value	Earnest money	Cost of tender form
		Rs.	Rs.	Rs.
1	RAICHUR—Provision of an additional Reception line	64,400	1,610	10
2	BALAPALLE—Provision of an additional loop to hold 70 vehicles	76,320	1,908	10
3	Provision of ballast toe wall in Madanapalle Section	14,925	373	10

Last date for ISSUE of Tender Forms 12 hours on 30-8-1960.

Last date for DEPOSIT of Earnest Money with the Divisional Accounts Officer, S. Railway, Guntakal 16 hours on 30-8-1960.

Date of OPENING of Tenders 10-30 hours on 2-9-1960.

Further particulars and tender forms can be had from the office of the Divisional Superintendent (Works Branch), S. Railway, Guntakal, on production of a receipt towards the cost of tender forms paid to the Divisional Accounts Officer, S. Railway, Guntakal or any Station Master on the Southern Railway. Tender forms are not transferable.

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SOUTH RAIL NEWS

(Published by the Southern Railway)

VOL. VII

AUGUST 1960

No. 5

RAILWAYS' ACHIEVEMENTS

THE principal objective of the Railway Development Programme in the First Five-Year Plan was rehabilitation of over-aged rolling stock and fixed assets and removal of bottlenecks on certain sections of railway network. To some extent provision was also made for additional facilities keeping in view the requirements arising from Development Programmes in other fields. The Second Five-Year Plan has been aimed at completion as far as possible with the task of replacement of rolling stock and other facilities to cater for the increased traffic particularly that arise from the Development of heavy industries during the plan period.

The total freight originating on the Railways in the year 1950-51 was 91.4 million tons. The traffic increased to 114 million tons in 1955-56, i.e., by about 25 per cent over a period of five years. In the Second Five-Year Plan, the traffic was estimated to increase to 168 million tons by 1960-61. The revised estimate of traffic likely to be over on the Railways in 1960-61 is 162 millions which would represent an increase of 42 per cent during the Second Plan. The Railway developments in the Third Plan are being formulated on the basis of traffic reaching 235 million tons in 1965-66,

the last year of the Third Plan. The volume of traffic is thus expected to be 75 million tons or 45 per cent over the Third Plan period.

At the same time, technological improvements that may be achieved in the Third Plan period including the use of new-bogie wagons fitted with centre buffer couplers for bulk movements of coal will be taken into consideration in formulating programmes for development of line capacity.

The volume of traffic in passengers originating was 1,275 million in 1955-56 and 1,422 million in 1958-59. Thus there was an increase of 11.5 per cent in passengers originating in the first three years of the Second Plan. The increase in suburban traffic was of the order of 17.8 per cent and in non-suburban traffic 7.5 per cent over the previous period. For the Third Plan, the rate of 3 per cent per annum in the non-suburban passenger traffic has been assumed. In regard to suburban traffic, the objective of the Railways' Third Plan is to provide maximum possible frequency of train services.

As for Railways helping themselves to get the foreign exchange, it may be remembered that almost every year, a delegation from the Railway Board

NEW INVESTMENT CENTRE FOR INDIA



Mr. C. Tyler Wood and Mr. N. C. Sen Gupta

INDIAN Investment Centre, an institution to help promote the flow of foreign private capital into India in a manner most helpful to the Indian economy, was launched recently.

As a result of an agreement signed by the Governments of India and the United States, assistance to the extent of Rs. 59,10,000 will be made available to the Centre through the U.S. Technical Co-operation Mission. Of the total, Rs. 34 lakhs comes from TCM to cover foreign exchange costs while local costs of Rs. 25 lakhs will be covered by rupees derived from sale proceeds of U.S. agricultural commodities supplied to India.

The Centre will answer a pressing demand to help create an interest in India by foreign investors and provide a medium through which Indian and foreign businessmen can co-operate in joint efforts.

With its headquarters in New Delhi, the Centre will be of particular advantage to small and medium businesses which are unable to devote extensive time and funds to the investigation of prospects for foreign co-operation.

The Centre will provide the technical facilities required for capital sources, preparing prospectuses and assisting negotiations.

The Investment Centre will provide :

- (1) data on production, trade, markets, labour, resources, etc. ;
- (2) information on the economic, financial and industrial policies of the Government ;
- (3) source material on Indian industrial and banking institutions, laws and regulations bearing on foreign investment ;
- (4) surveys of foreign investment possibilities ;
- (5) advice to Indian businessmen on attracting foreign capital ; and
- (6) assistance to potential foreign investors interested in investment in India ; and perform other allied functions.

The Investment Centre, a non-profit registered society, will function under a

August 1960

NEW INVESTMENT CENTRE FOR INDIA

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board of directors with a Chairman. The TCM aid will cover salaries for the services of five foreign technicians and short-term experts, costs for the purchase outside India of various equipment and the establishment of a reference library.

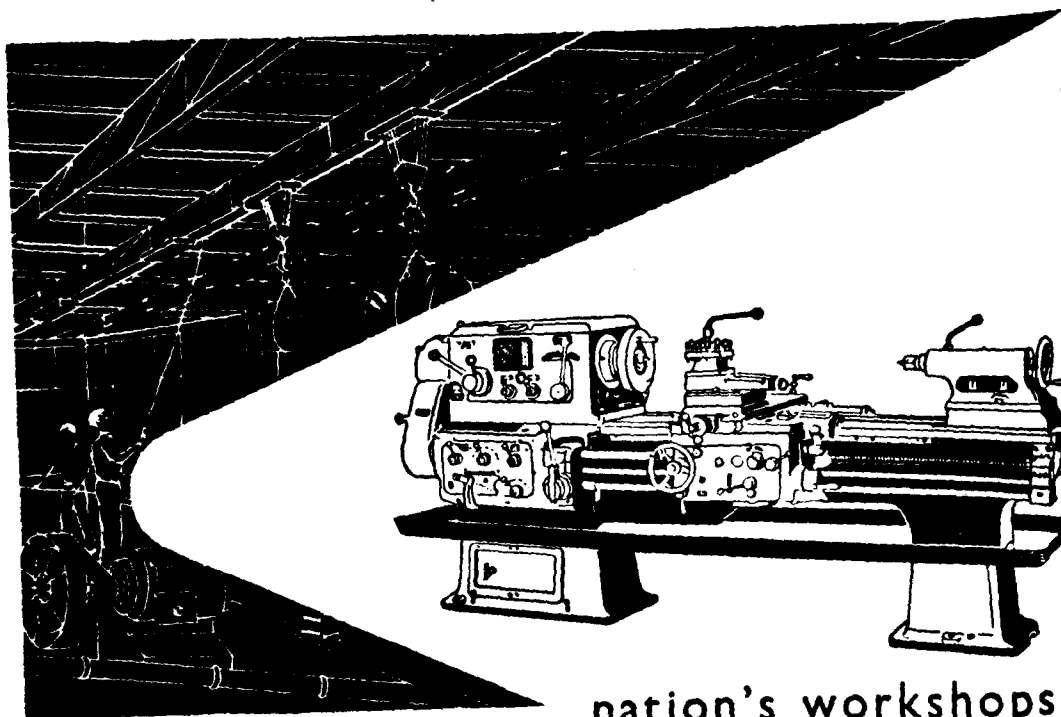
Participating in the signing of the agreement were Mr. N. C. Sen Gupta, Joint Secretary, Indian Ministry of Finance, and Mr. C. Tyler Wood, Minister for Economic Affairs of the American Embassy and Director of TCM.

Responsible business organisations suggested an Investment Centre as it was felt that the foreign businessmen should be able to get information easily about investment possibilities in this country. Barring the bigger foreign firms, who are able to undertake detailed project studies and directly enter into working arrangements with Indian interests, few foreign businessmen knew the exact position in regard to tax laws, labour legislation, double taxation agreements, etc. The idea of promoting Investment Centres in several foreign countries, has therefore caught on and a good beginning has just been made with the signing of an agreement for the formation of an Investment Centre in New Delhi between the Government of

India and the U.S.A. The aid is obviously intended for making payment of salaries to the foreign experts in their own currency, the training of the required personnel, purchase of the necessary equipment for running the establishment and other connected matters. After some time, Indian personnel should be in a position to take over. It has been stated that the services rendered by similar centres in the Netherlands have been found quite useful. The new organisation which is expected to function as an independent unit, will, in course of time, be opening centres at New York and in other countries which may invest in India. The private sector particularly should benefit to a considerable extent by the new arrangement. During the Third Plan period there will have to be a much quicker inflow of foreign capital as the net foreign exchange content of the Plan is expected to be as much as Rs. 2,200 crores out of which a sizable sum will be invested in various new industries. It is, therefore, necessary to have a clear idea about the reactions of foreign investors, who have a desire to participate in the promotion of small and medium-sized units.

India is becoming increasingly interested to encourage the inflow of foreign private investment capital.





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CONTROL AND REGULATION OF TRANSPORT

V. K. STHANUNATHAN, B.Sc. (Hons.)

WE may now see the position obtaining in the United States of America.

In the United States of America there is governmental control and regulation of both railways and road transport through the Interstate Commerce Commission.

Railways in the United States of America are owned and administered from the beginning by private companies, as was the case till 1947 in the United Kingdom as we have already seen. The Government have, therefore, been regulating and controlling the working of railways to ensure that public interest is safeguarded and that certain public service obligations are imposed on the railways. Governmental legislation covered matters pertaining to rates, accounts, safety measures, services, uses of facility, etc. It will be interesting to note that when originally governmental regulation of railways started, the private railway companies concerned went up to the Supreme Court alleging that the regulation contained in some of the laws (Granger Legislation) was repugnant to the Fourteenth Amendment to the Constitution of the United States which provides that no States shall deprive any person of property without "due process of law". The Supreme Court held, however, that regulation of such businesses-like railways as were "affected with a public interest" was constitutional.

The first important piece of railway legislation in the U.S.A. was the Act to Regulate Commerce of 1887 which was made applicable to all railways engaged in interstate or foreign commerce. Some of the important provisions of the Act are indicated below:

Section 1 of the Act required all rates to be just and reasonable and provided that "every unjust and unreasonable charge" was unlawful.

Section 2 of the Act prohibited personal discrimination. The language of the section is important and is therefore reproduced below:

"That if any common carrier subject to the provisions of this Act shall, directly or indirectly, by any special rate, rebate, drawback, or other device charge, demand, collect, or receive from any person or persons a greater or less compensation for any service rendered, or to be rendered, in the transportation of passengers or property subject to the provisions of this Act, than it charges, demands, collects or receives from any other person or persons for doing for him or them a like and contemporaneous service in the transportation of a like kind of traffic under substantially similar circumstances and conditions, such common carrier shall be deemed guilty of unjust discrimination, which is hereby prohibited and declared to be unlawful."

Section 3 which is one of the most important provisions of the Act prohibited undue preference and undue prejudice. The section reads as follows:

"That it shall be unlawful for any common carriers subject to the provisions of this Act to make or give any undue or unreasonable preference or advantage to any particular person, company, firm,

corporation, or locality, or any particular description of traffic, in any respect whatsoever, or to subject any particular person, company, firm, corporation, or locality, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect whatsoever."

Section 4 which is called the "Long and Short Haul Clause" provided:

"That it shall be unlawful for any common carrier subject to the provisions of this Act to charge or receive any greater compensation in the aggregate for the transportation of passengers or of like kinds of property, under substantially similar circumstances and conditions, for a shorter than for a longer distance over the same line, in the same direction, the shorter being included within the longer distance."

The Act created the body called the Interstate Commerce Commission which consisted of five members to be appointed by the President "with the advice and consent of the Senate". The principal functions of the Commission were as under:

(1) to hear complaints of alleged violations of the Interstate Commerce Act and make investigations. Where the commission found the railways violating any of the provisions, they could order the railways "to cease and desist" from the unlawful practice. The commission was also given powers to award damages to parties who suffered by such contravention.

(2) The commission was given general power to inquire into the working of railways and see how the railways conducted their business.

(3) The commission could arrange for annual reports of their working being submitted by the railways and also ensure uniformity in the system of accounts.

(4) The commission had to make an annual report to the Congress.

The Act also provided for penalties being imposed including imprisonment to parties found guilty of unjust discrimination. It was also laid down that the Commission could apply to a Federal Court for an injunction or mandamus to enforce compliance with their orders.

In subsequent years the original Act to Regulate Commerce has been amended from time to time to improve the working of the Act, to provide for lacunæ and shortcomings in the original Act and to clothe the Interstate Commerce Commission with suitable additional authority. Thus the Commission has now been given powers to prescribe not only maxima or minima rates but also the precise rate to be charged where a particular rate was found to be unlawful or unreasonable. The Commission's orders are binding upon railways and are to take effect in not less than 30 days and heavy fines (five thousand dollars) are prescribed for disobeying any orders of the Commission. This procedure has made the Commission's orders binding without court action. If a railway refuse to obey an order of the Commission in spite of the penalty attached then, of course, the Commission has the right to enforce their orders through courts.

Under the Transportation Act of 1920 the responsibility of giving the railways an opportunity to earn adequate income by suitable adjustments of rates was placed on the Interstate Commerce Commission. Section 15-A of the Act thus provided:

"In the exercise of its power to prescribe just and reasonable rates the Commission shall intimate, modify, establish or adjust

such rates so that Carriers as a whole (or as a whole in each of such rate groups or territories as the commission may from time to time designate) will, under honest, efficient and economical management and reasonable expenditure for maintenance of way, structures and equipment, earn an aggregate annual net railway operating income equal, as nearly as may be, to a fair return upon the aggregate value of the railway property of such carriers held for and used in the service of transportation; provided that the Commission shall have reasonable latitude to modify or adjust any particular rate which it may find to be unjust or unreasonable and to prescribe different rates for different sections of the country."

Until 1920 Railway Legislation was intended only to protect the public against extortionate Acts and unjustly discriminatory charges by railways but the 1920 Act gave the Interstate Commerce Commission also the positive function of "protecting and fostering the railways". Incidentally it may be mentioned that it was from 1920 that the legislation pertaining to interstate commerce came to be cited as the "Interstate Commerce Act".

In 1925, legislation was passed directing the Commission, in view of the then existing depression in agriculture, to establish for products of agriculture including livestock the lowest possible lawful rates compatible with the maintenance of adequate transportation services.

In view of the increasing responsibilities and work of the Commission the original strength of the Commission which was five, was increased in stages to 11 members.

It will be seen that the Interstate Commerce Commission has thus been given a very wide range of regulatory

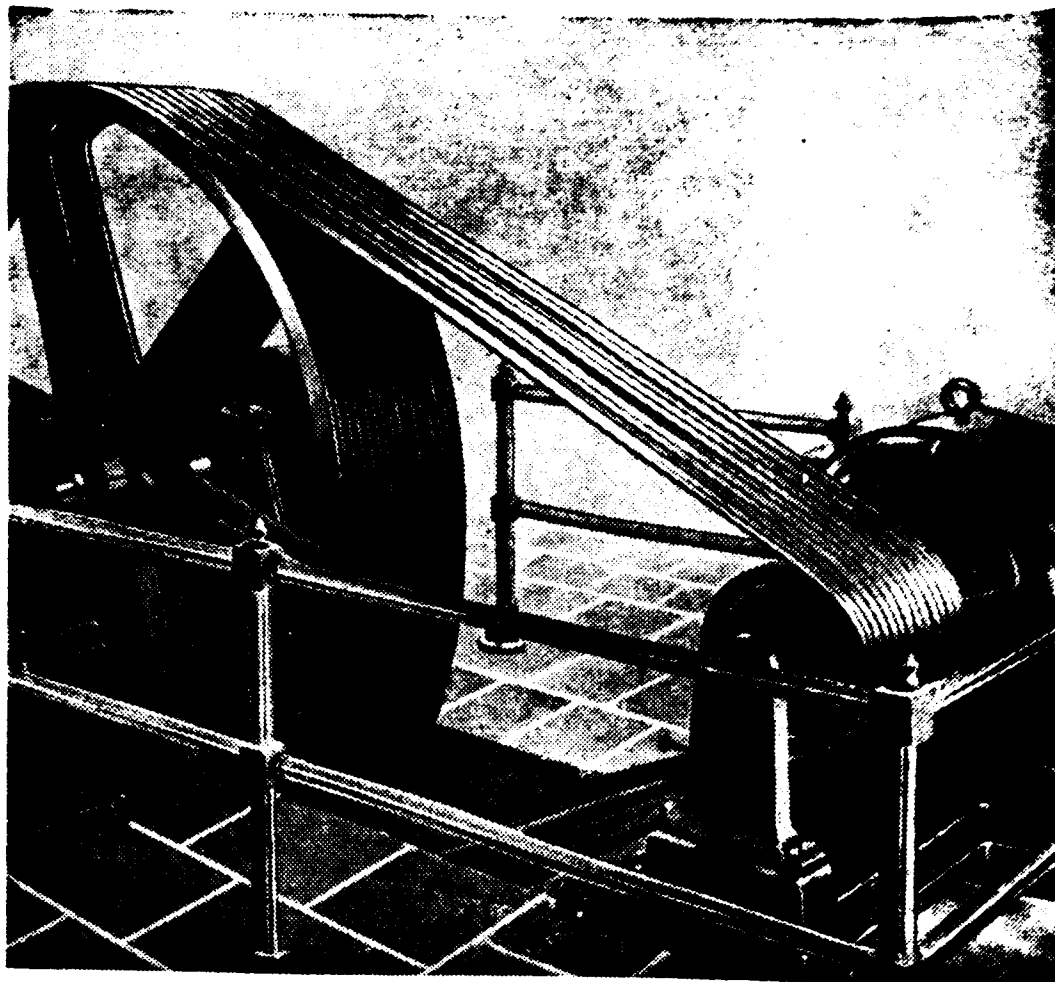
powers as far as the railways are concerned.

In the meanwhile road services began to make their impact in the field of transportation. By the 1930's severe and irresponsible competition came to characterise interstate highway transportation. An insistent demand arose particularly from road operators for some regulation by the Federal Government because the operators already in the field were facing acute competition from new comers. The agitation for regulation was also supported by the railways as they felt naturally that being subject to regulatory legislation themselves, their competitors should also be regulated.

The Motor Carriers Act was accordingly passed by Congress in 1935 which became Part II of the Interstate Commerce Act.

The provisions of the Motor Carriers Act were also to be administered by the Interstate Commerce Commission.

The specific provisions of the Motor Carriers Act of 1935 are detailed and comprehensive and they are modelled largely after the Interstate Commerce Act, Part I, containing provisions for the regulation of railways. Under the Motor Carriers Act, three types of carriers are recognised—common, contract and private. The common carrier is one who takes all business that is offered to him and which the type of his equipment permits him to carry. The contract carrier is one which operates under a contract or agreement with one or more firms. A private carrier is one which is neither a common nor a contract carrier. There



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August 1960

CONTROL AND REGULATION OF TRANSPORT

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are provisions in the Act to prevent an operator under the guise of common carrier working as a contract carrier, a category which is not subject to as strict regulation and which permits him to select the business most profitable to him.

The provisions of the Act empower the Commission to regulate common carriers and to establish "reasonable requirements with respect to continuous and adequate service", uniform system of accounts and records, qualifications and maximum hours of service for employees and safety of operation and equipment [Section 204 (I)]. Certain powers are given to the Commission over contract carriers also and, to some extent, on private carriers.

Section 206 of the Motor Carriers Act provides for an elaborate system of regulation of motor vehicles. The section provides that, with certain exceptions, common carriers by motor vehicles must secure from the Commission "a certificate of convenience and necessity" as a condition of operation. A "grandfather clause" protected *bona fide* carriers who were in operation on June 1, 1935.

Under Section 207 a certificate should be issued only if it is found that the applicant is "fit, willing and able" properly to perform the proposed service and the proposed service "is or will be required by the present or future public convenience and necessity." Common carriers of passengers received certificates only for operations over regular routes and between fixed termini. Common carriers of goods were to operate only on scheduled routes. It will be seen, therefore,

that as far as common carriers are concerned, they could operate only after obtaining a certificate from the Commission, which is to be issued only if required by public convenience and necessity.

In the case of contract carriers, a permit from the Commission is required. There is a "grandfather clause" for the contract carriers too. A permit will be issued by the Commission if the applicant is "fit, willing and able" to perform the operations and if the operation will be "consistent with the public interest and with the national transportation policy."

The Commission was given powers to suspend or revoke certificates permits and licences in the case of wilful failure of the operator to comply with any of the provisions of the Motor Carriers Act.

The Motor Carriers Act also provided for a considerable amount of regulation of rates, fares and charges of common carriers by motor vehicle. Thus, Section 216 provided for the following regulations in regard to rates, fares and charges :

(a) fares and other charges of common carriers of passengers by Motor vehicle must be just and reasonable and so must all regulations, rules and practices ;

(b) common carriers of property by motor vehicles must provide safe and adequate equipment for service and must enforce just and reasonable rates and practices ;

(c) all unjust and unreasonable charges and all undue and unjust discrimination preference and prejudice are forbidden ; and

(d) complaints may be filed alleging violation of the laws and the Commission is

authorised to act on its own initiative or on complaint in regard to violation of the provisions.

The Commission is given corrective powers over common carrier rates found to be unreasonable or unduly discriminatory. The Commission is to bear in mind in fixing rates that the carriers will under honest, efficient and economic management obtain a fair return on capital. This provision is very similar to Section 15A of the Interstate Commerce Act pertaining to Railways. The Act also provides for the publication and filings of tariffs, schedules, etc., of motor vehicle common carriers.

It will thus be seen that the Motor Carriers Act has provisions similar to the provisions of railway regulation like requirements regarding report, system of accounts, inspection of books and records, prohibition of undue and unreasonable preference, etc.

The Interstate Commerce Commission has a wide range of power in regard to regulation of rates and fares on railways as also in the case of common carriers of motor vehicles.

The Interstate Commerce Act, however, does not control intrastate operations and specifically exempts operations "within a municipality or between continuous municipalities a zone adjacent to and commercially a part of such municipality. The Act provides for formal co-operation with state regulatory bodies through the medium of joint councils composed of the representatives of three or more of the States and of the Interstate Commerce Commission. This has decreased the

conflict of jurisdiction between state authority and the Federal Government.

Control of national investment, fiscal policy, licensing and control of fares and charges are the normal methods available to a Government for regulating the various means of transport and thus pave the way for co-ordination and encouragement of each in the field of operation for which it is best suited. Licensing, of course, should normally be in the hands of a tribunal or authority appointed by the Government but independent of the Government in day-to-day working. If fares and charges must be controlled for any part of the public transport industry, it is only fair that they should be controlled for all forms of transport and the control should be in the hands of the same machinery as is responsible for licensing. A single Tribunal or Commission with the proper machinery and organisation presiding over the whole field of transport in a country is a very good arrangement as is the case in regard to the Interstate Commerce Commission of America. The function of "co-ordination" is to a large extent effected by such a Commission. That the same regulatory Commission should control the various forms of transport and achieve co-ordination is only in keeping with the national transportation policy of the U.S.A. as laid down in the Preamble of the Interstate Commerce Act in 1940:

"It is hereby declared to be the national transportation policy of the Congress to provide for fair and impartial regulation of all modes of transportation subject to the provisions of the Act, so administered as to recognise and preserve the inherent

(Continued on page 22)

ADVERTISEMENT TECHNIQUES

K. S.

The continual raising of technical standards and knowledge becomes practicable with the mass market which advertising alone can economically create. It is no longer the consumer who insists on a better product, the producer is equally insistent that the upward cycle of progress is maintained to the benefit of everyone.

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Our Five-Year Plans are trying to overcome the handicaps of poverty, ignorance and distance: a potential market for 400 million people is gradually becoming accessible to manufacturers. It is of the utmost importance that everyone whose opinion matters in industry, commerce or the government, should appreciate two irrefutable factors: first—that no mass market can be developed without advertising; second—it is only by developing a mass market that prices of commodities can be brought down.

Next as to the common fallacy about advertising being an economic waste and an unnecessary imposition on the consumer: In the ultimate analysis, the consumer certainly pays for the cost of advertising, but this cost is an essential ingredient of the complete costing process of manufacture and marketing. This expenditure is a normal element in the basic selling cost of the article and is not an extra charge on the consumer; it is every bit as normal as the cost of the ingredients or the cost of packaging or the cost of distribution.

It is also seldom realised that it is not only the manufacturer who derives benefit from advertising; the consumer also benefits because the outlay on advertising must always be justified by an increase in the volume of sales which, in turn, eventually reduces the unit cost to the consumer.

Now for the somewhat thorny question of advertising and unhealthy competition. In actual fact, advertising fosters healthy competition, even between the public and private sectors, bringing about nothing but benefit to all of us. The citizen will find in nine instances out of ten that things which are used in his home—soap, toothpaste, hair oil, cooking medium (other than ghee) polishes for shoes, floors and furniture; electric bulbs and a host of other unpretentious articles of everyday use—these will turn out to be among the most heavily advertised or best advertised products of their kind. They are used in his home, and in millions of others because they are trusted products, because

they are dependable products which can justify the claims they make publicly through advertising.

It has to be assumed that each advertisement has some effect on a greater number of people than those from whom we get traceable responses. However, let us stick to the traceable results. If there is a publication with one lakh circulation and an average of 3 readers per copy, it will have 3 lakhs of readers. One-tenth of one per cent is 300. The chances are that 300 traceable replies would probably be an adequate return for the cost of an advertisement in publication of that size. It is from experience that such inferences are made. Even if the actual results are better, one will come out with the fact that when you run advertising, you are playing the law of averages. You get only a slice of the potential audience with each advertisement. You can run a great many advertisements before you find out what it means to exhaust the potentialities of a particular publication. Indeed there are several important cosmetic manufacturers who have couponed advertisements in widely circulated publications for nearly two decades without seeing any drop in their coupon returns. The lesson to derive is we can rarely feel that the appearance of one advertisement at one time has made any appreciable dent in the total audience reading the publication in which that advertisement appears. If we have prepared a good advertisement and published it in the right publication, it is hard to believe that the whole world did not see it. On the other hand, it is safe to assume that you cannot run two advertisements in the same issue of a

publication and expect to have large number of readers to see both advertisements. It is necessary to have the proper equipment.

In the case of campaign publicity, no readers of the publication are going to see the whole campaign publicity material. Very few are going to see more than 2 or 3 advertisements. Only a small percentage are going to act upon our advertisements. We have to arrive at the best way of telling the story in the advertisement. On these grounds it is safe to standardise large part of the story (material for advertisement), change the illustration, the head line, the opening paragraph for freshness if that seems to be desirable. Once we have found a truly effective way of telling the main point or having mentioned the essential facts, there is no need to make any further change.

The advertisement should consider readership, the type of the publication whether it is a monthly, weekly, quarterly or daily should be taken into consideration and the region in which this is published should also count. For instance, temples and the architecture of South India covered by the Southern Railway require publicity more in Northern India because in southern part of the peninsula many people know the temples, at least the important temples, and have seen the architecture. The Hill stations, say, for instance, Kodaikanal, Ootacamund and Coonoor situated in the south served by the Southern Railway require to be properly advertised in other parts of India. Routine items such

(Continued on page 40)

HEROIC MOTHERS

A. V. SUBRAMANIAN

Personnel Officer, I.C.F., Perambur

A mother's love for her offspring is truly without an equal. The Tamil mother certainly is not an exception and many are the stories that are recounted to show how she is prepared to make any sacrifice for the well-being of her children. But she is characterised by a fierce desire that her son should grow up to be a hero. The instinctive desire that he must live long yields place before the overwhelming passion to see him receive the plaudits of his countrymen for his bravery in the field of battle.

This great desire of the Tamil mother that her son should be a hero in battle sometimes makes us feel that her motherliness has dried up. Watch the reply of a mother to whom her neighbour's daughter asks for the whereabouts of her son. The mother does not know where he is. She, therefore, makes reply thus: "You come and ask me, Where is your son? Truly I do not know where he is. I no doubt brought him forth into this world. But no sentiment binds him down to me: he is even like a tiger which has spent the day in a cave and now issues forth from it in search of prey. I am like the cave which sheltered the tiger for a day. If you want to find him you may go and seek him out in the field of battle." Even as there is no vital bond between a tiger and its casual place of residence during the daylight hours, the mother feels there can be no tie between a hero and his mother. For if such a tie should subsist the hero may get

weakened in his firm resolve to risk his life in the field of battle.

An old woman had a son fighting for his country in the battlefield and she expected that he would give a good account of himself in keeping with the best martial traditions of the family. But towards the close of the day some women came and told her that her son had fled the field of battle. The mother was beside herself with grief and anger. She cried out that she would cut off her breasts if her son had indeed shown himself to be a coward, for these breasts had suckled a worthless son. Then seizing a sword she ran out into the battlefield to seek him out. There she found in one of the heaps of corpses her dear boy with the hands and legs severed, lying dead. The delight she felt at that time was even greater than what she felt at the time of the birth of the son! The thought that he was dead and that she would see him no more was as nothing when she knew that he had died a hero in the field of battle.

There was a lady poet by name Masathi of Okkur. She was one of many lady poets who adorned the courts of great kings. During her travels she heard the surprising story of a woman who willingly sent her son to his death in order that the martial traditions of the family might be preserved. She sings in warm admiration of this heroic mother, thus: "It makes one afraid even to think of the

firmness of her heart and her unparalleled courage. Truly she belongs to the house of warriors. She had lost her father in a battle sometime before. He had engaged an elephant in combat and had killed it; but he died of the wounds that the elephant had inflicted on him.

Again the foemen had begun to attack and the battle was raging fiercely. In the previous day's battle her husband in his attempt to protect the cattle of the town fell dead in the field. Having lost her father she has now been widowed. Who will sustain her in her age but her only son who is playing in the street?

But perceive her madness! She has just heard the drums of the city beating out the tidings that the battle is still on. The beating of the drum is like heady wine to her. In a frenzy of enthusiasm to preserve the

martial traditions of the family she calls in her son and dresses his hair and makes him wear a white cloth; and handing him a javelin, she instructs him to proceed at once to the battle-field!"

The mother must certainly have felt the pang of losing her son in the battle, for the mother's heart beats alike everywhere at all times. But in ancient Tamil Nad courage was considered the most essential attribute of a human being and it was thought that a man had fulfilled his purpose in life if in fighting for his country he gets slain in the field of battle. If a member of the warrior's family died of ill-health it was the custom to put the corpse on a bed of grass and slash it in twain with a sword, that he might go to the heroes' heaven.

It was truly a world of valiant men and dauntless heroic women.

Control and Regulation of Transport

(Continued from page 18)

advantages of each; to promote safe, adequate, economical and efficient service and foster sound economic conditions in transportation and among the several carriers; to encourage the establishment and maintenance of reasonable charges for transportation services, without unjust discriminations, undue preference or advantages, or unfair or destructive competitive practices; to co-operate with the several States and the duly authorised officials thereof; and to

encourage fair wages and equitable working conditions; all to the end of developing; co-ordinating and preserving a national transportation system by water, highway, and rail, as well as other means, adequate to meet the needs of the Commerce of the United States, of the Postal Service, and the National Defence. All of the provisions of this Act shall be administered and enforced with a view to carrying out the above declaration of policy."

TICKETS PLEASE!

Mrs. I. WILSON

Clerk, GM/P, Madras

TRAVELLING without a ticket is a social evil which ought to be stamped out. Statistics show that over four million people travel yearly over the Indian Railways without tickets, thus depriving the exchequer of several crores of rupees.

In buses and trams, ticketless travellers are easily spotted, but on the Railway it is a battle of wits between the transgressor of railway rules and the Travelling Ticket Inspector. The 'modus operandi' of ticketless travellers on the railway is interesting to watch, the various excuses used by the dodger reveals an intriguing play of scientific psychology on the part of the dodger.

Here are a few examples of the different kinds of strategy used on the Travelling Ticket Inspector.

First there's a case of the well-dressed young man who thought that he was paying the railway a compliment by using it and hated to conform to the irritating habit of having to purchase a ticket. If the Travelling Ticket Examiner happened to enter his compartment he would saunter up to him and ask him questions about the departure of the train, etc., then pulling up his coat sleeve he would look at his watch and exclaim "Oh God I am sure to be late for the conference"! with this ambiguous remark addressed to the public at large he begins pacing his compartment, blowing angry puffs of cigarette smoke, and casting glances of hatred at the poor Ticket Examiner,

as though it were his particular fault that the train was late. Seeing that the man was already in a bad temper our friend the Ticket Examiner quietly went about checking the tickets of the other passengers leaving our angry friend severely alone.

Secondly we have the leisurely traveller, who carries only a brief case and travels all the way from Bombay. At every station he gets down, and walks about the platform as though he were waiting for the next train; arriving Madras Central he casually walks around, as soon as he hears the announcement that the Delhi Janatha will be arriving late he strolls up to the barrier humming a light tune and explains that he will have a cup of coffee at the restaurant upstairs while waiting for the Delhi Janatha to arrive, the kindly Ticket Collector nods his head and away flies the fare from Bombay to Madras Central. Thirdly comes the aristocratic lady, well dressed, with a trolly load of luggage and four children tagging along—walking briskly up to the Ticket Collector,—while issuing orders to the porter to see that all the luggage is put into a taxi, stands impatiently at the gate looking around for her mythical husband to arrive with the pass. After holding up an impatient crowd behind her she explains that her husband has met one of his friends and will be along presently. The Ticket Collector watching the impatient crowd trying to push its way out decides to believe her and soon the bird of beautiful

SOUTHERN RAILWAY

TENDER NOTICE No. 58/CN/60

The Deputy Chief Engineer, Construction, Southern Railway, Egmore, Madras-8, invites sealed tenders for the following works upto 13-00 hours on Monday the 29th August 1960:—

NAME OF WORK	Approximate cash value of the work	Earnest money	Cost of tender forms	Time for completion of work
	Ra.	Ra.	Ra.	
HUBLI WORKSHOPS REMODELLING CONSTRUCTION OF:				
(1) Foundations for columns in open gantry for the wagon shop wheel park open gantry for the saw mill logs and extension to the wagon lift shop.				
(2) Engine shop office and tool room and wagon shop office and tool room.				
(3) Masonry and other works in Loco shops.	1,45,600	3,640	10	Six months.
(4) Construction of pit traverser east of wagon shop.				
(5) Latrine and urinals near proposed log gantry.				

Earnest money as detailed above should be paid in advance to the Chief Cashier, Southern Railway, Park Town, Madras-3, on or before 12-00 hours on Friday, the 26th August 1960 and the receipt thereof attached to the tender without fail.

The tenders will be opened at 15-00 hours on the 29th August 1960.

The Income-tax Clearance Certificate must be sent along with the tender without fail. If previously sent reference to the particular work with which it was sent should be given.

Further particulars and the tender forms can be had from the office of the Deputy Chief Engineer (Construction), Southern Railway, Egmore, Madras-8, on production of a receipt for the sum of Ra. 10 towards the cost of each set of tender form paid to the Chief Cashier, Southern Railway, Park Town, Madras-3 or any Station Master on the Southern Railway before 12-00 hours on Friday, the 26th August 1960.

August 1960

TICKETS PLEASE!

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plumage has neatly flown from the cage, robbing the Railway of a first class fare too!

Once I was in a compartment overcrowded with passengers when a Travelling Ticket Collector popped in, this shrewd man stood at the door watching the effect of his presence upon the ticketless ones. With a smile I too looked around, at once a few ticketless ones made a dash for the bathroom, with a veiled smile the Travelling Ticket Examiner began to check the tickets of the others, one pretended to doze, but a gentle tap on the shoulder soon shook him awake. Here he displayed his ingenuity, he looked at the conductor and nodded his head, now this could mean anything either that he was a pass-holder, or that he had a ticket, or that he was still half asleep, but this cynical man held out his hand for the ticket so there was no other source but to put his hand into his pocket in the hope of finding the ticket, then looking crest fallen he glanced hopefully at the Ticket Collector saying that he had left his pass by mistake at home, but the unfeeling Ticket Collector took out his stub of pencil, and wetting the end of it on his tongue wrote out an excess ticket giving a deaf ear to his pleas for mercy while the money was mournfully doled out.

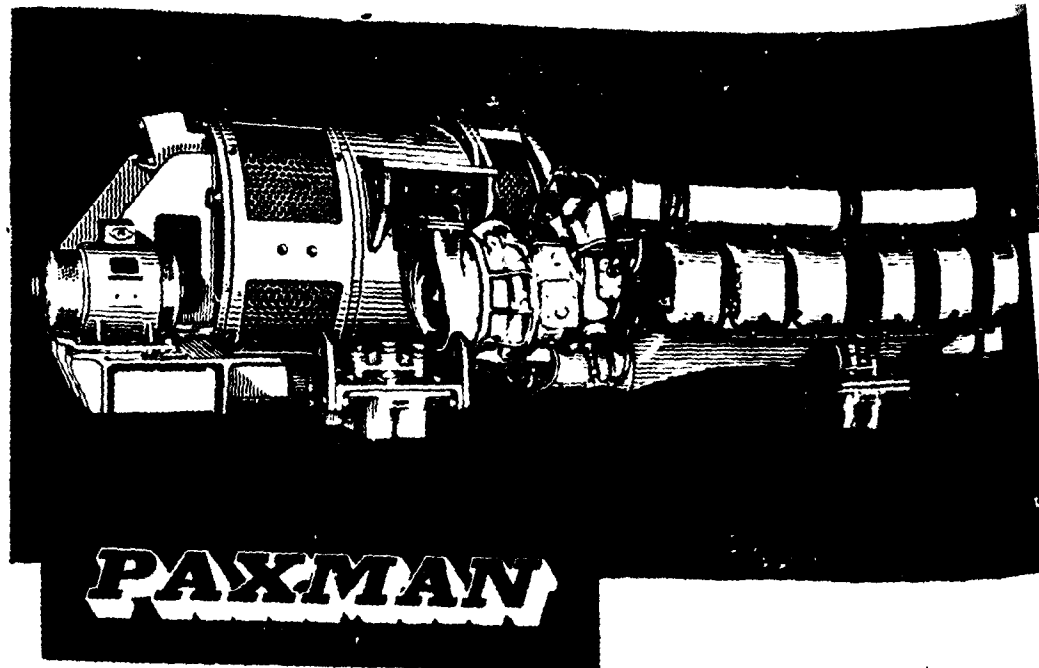
Then he waited patiently for the one in the bathroom to come out and as you might have guessed excessed him too, much to the amusement of the other passengers. Another subterfuge is the stimulated symptoms of fits, this not only evades the issue of tickets, but also gains the sympathy of the public.

Occasionally a ticketless passenger impersonates a railway official complete with uniform, buttons, and all, and not only travels free but also collects a tidy sum from his fellow ticketless companions by way of fines and overcharges. Another brilliant piece of fare-evasion that I witnessed was on my way to Bangalore. A party of 20 excursionists were joined by one more who rushed into the compartment just as the train was gathering speed. He had no time to purchase a ticket but he saw no reason why he should not travel free.

"Have you got your ticket?" one of the party asked him. "No" was the reply. "I say old chap, we shall be hauled up." "Oh don't worry let me have your tickets and I shall manage," he said confidently. At the destination our friend walked up to the man collecting the tickets and said, look I am in charge of a party of 20 tourists, here are all their tickets. You better count them as they pass out—"One, two, three,....." the hawk-eyed gate-keeper counted as they filed out. "Twenty" he said finally.

The enterprising "twenty-first" handed over all the twenty tickets. "That's all right then" he said and passed out himself. It did not occur to the concientious minion of the Railway law and order, that the scrupulous upholder of the railway properties was without a ticket himself!

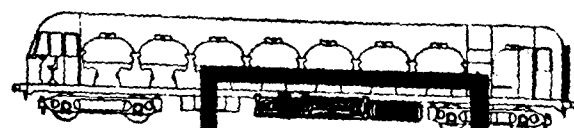
So, you find that nine times out of ten, with a little self-confidence and a charming smile the ingenious ticketless traveller gets a better deal and travels scot-free.



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The Paxman ZHL range of Underfloor Mounting Engines for Diesel Rail-car applications are Horizontal Engines developing from 200 to 450 b.h.p. at 1500 r.p.m.

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GC/60-2-A



GREAVES COTTON & CO LTD

19 Second Line Beach Madras

AFRICAN SAFARI (Part IV)

Mrs. A. R. HYDARI

WE are breaking journey at Praa on the banks of the mighty Nile in the Uganda jungle, so we take the key from the manager of the hotel and set forth towards our thatch-hut to rest for the night. Since the electric current is switched off after 9-30, we are handed a hurricane lantern to keep in our room. We open the door and, as the light from the lamp falls on the threshold we spot a giant-size lizard scurrying across the floor. Two or three moths flap against the window panes and a tiny firefly hovers around with its jewelled light.

The night is warm and still and the sky is swollen with black clouds. We open the windows to let in some air and at last—eyes drowsy with sleep we rest a tired head on a down-soft pillow. There is a rustling in the thatch roof above.....wonder if it's a deadly viper! How thankful we are for the filmy mosquito nets on the beds. We could hardly have slept a couple of hours when we are awakened by a rumbling sound.....it's thunder! The storm has begun. With the sky rent by lightning and thunder-clap upon thunder-clap, the storm is terrifying in its intensity as only an equatorial storm can be. The blinding flashes and peal upon peal of thunder bring prayers to our lips. At long last, there is the welcome sound of rain, torrential rain, coming down in sheets. And before we know where we are the grey streak of dawn appears in the sky. It's morning! A welcome tray of tea is brought to our hut. We shake away sleep and enjoy sipping our tea, looking out on

the jungle with its tuskers on their early morning prow. Breakfast will soon be announced at the hotel so we pack up our kit in readiness for the drive to Butiaba on the shores of Lake Albert. From there the E.A.R. & H's ship will take us across to the border of Belgian Congo.

When we come out of our hut, we find a few men in conference before the hotel, our driver Mr. Christian and the forest warden among them. Due to the night's heavy rainfall, the route we should have taken to Butiaba is extremely slushy, so we are advised to take a detour. After much persuasion, our driver, a pig-headed fellow agrees to take us by the 200 mile road via Gullu-Packwach-Atura, as the forest warden threatens not to help him if the car gets stuck in the slush. I might add, that if we do not reach Butiaba by evening, we shall miss the boat that plies over Lake Albert to the Congo border just once a fortnight. Fortified with a good breakfast we set out, and three other cars with tourists also leave the hotel at the same time. The rain-washed jungles are delightful to behold, but the roads are slushy and the car ahead of us gets stuck in the slush, blocking the road. As attempts to dislodge the vehicle fail, our driver deftly zigzags our car over the narrow margin at the side, and overtakes, with a promise to send help from the next tractor station. We drive on happily for a few miles encountering here and there monkeys, baboons, antelope and warthogs and enjoying the fresh jungle air, when suddenly we are confronted with a herd of elephants. The driver

brings the car to a halt and we put up the glass screens so that the animals don't catch human scent. We wait for the moving mountains to retreat into the jungle. One of them takes a good look at us and lifts up his trunk "Beware intruders" sort of thing. Soon we are surrounded by tuskers! We pray hard and after what seems an age they move away.

We jog along once more, through miles of tall elephant grass on either side, only to be stopped once again, with a couple of tuskers in close proximity to the road. Driver stops the car. One of the elephants lifts a leg and flaps his ears, while we wait in fear and trepidation. Then the two take it into their heads to move away. We heave sighs of relief and continue to drive. And now, here is the toll-gate which marks the end of the game sanctuary and we drive out. We inform the Scout here of the car stuck in the slush and in need of help that we left some miles behind.

As we proceed we reach a village at noon where we refuel, and alight, to take a closer look at the villagers. It's market day and there is a kaleidoscopic array of bananas, pappayas, cassavas and maize. The women at the stalls wear gay and bizarre costumes. They make remarks in Swahili at us and our saries, apparently, and give us friendly smiles. After lingering here for a half hour or so, we head for the ferry station at Atura, still a hundred miles away. On and on we go, passing village after village, maize plantations, banana and pappya groves, happy children shouting "Jambo", their salutation, as our car moves onward, and at last reach the ferry station. Here to our chagrin

we are told that a ferry is stuck at the landing stage and so the next ferry cannot take our car across. Some people tell us that they have been held up here since the previous day and that there is no hope of catching the boat at Butiaba. There is nothing we can do but pray. When lo and behold.....there are shouts of joy coming across the Nile.....the ferry is functioning and we can proceed! We go car and all on the ferry and here is Butiaba! It's long past six o'clock by the time we reach the harbour and find the "Robert Coryndon" berthed to take us at about nine o'clock over Lake Albert to Kasenyi on the Congo border. Our luggage is hauled up and we climb the gangway into the neat cabin cruiser. It's been a fatiguing drive and stiff in every joint, we stand by the rails on the deck and take a look at the lake. It is so vast, it is like a sea and in the gathering dusk presents a beautiful sight as the rays of the setting sun spill gold over its waters. In picturesque contrast is Butiaba town, with its deep green jungles against the edge of the lake. As the evening light falls, we go in search of our cabin. The clean bed looks inviting and we stretch a tired body on it and are soon in dreamland. We must have slept for over an hourfor here is a sweet xylophone tinkling to summon us to dinner. It's long past eight o'clock! Thanks to the E.A.R. & H., after a tasty meal we retire for the night in a comfortable cabin. Early morning will see us on the Congo Border, so we must not feel tempted to linger on the deck to watch the stars crackling with brilliance in the equatorial inky-blue sky.

DIABETES

Dr. P. R. BALAKRISHNAN, M.B., M.S.
Divisional Medical Officer, Madura, S. Ry.

THERE are very few medical conditions about which we know so much but yet so little as in the case of Diabetes. Diabetes cannot be eradicated completely but can be controlled with Insulin and other modern drugs, with the result that a patient can live a normal life without his span of life being shortened on this account. The complications in a diabetic patient are known to very few and it is not uncommon that Doctors decline to treat and refer them to specialists. The scope of this article is rather general, and does not go into complicated technicalities.

The metabolic disorder of diabetes mellitus can occur at any age in life. Children under one year get this very rarely but there are some isolated cases of children between ages 1 and 2 years who get this disease. After the age of two the incidence tends to increase and is not uncommon between ages 10 and 15 years. The usual symptoms in the affected children are loss of weight, passing of large quantity of urine at frequent intervals (polyurea), thirst and lassitude. In rare cases state of unconsciousness, technically called Coma is preceded by vomiting. The feeling of thirst may be extreme which is not quenched even by large quantities of liquid. Bed wetting and vulval irritation are also experienced by women both in young age and in adult age. Irritation is caused by free sugar in urine and clears up as the sugar content decreases. The secretion of sugar in the urine of males causes ulcers and stricture of the skin

over glans penis. An untreated diabetic child is susceptible to most inter current infections, boils and skin sepsis, pneumonia and pulmonary T.B.

There are several causes for Diabetes but the mode of inheritance is scarcely known. The role of the menopause in causing Diabetes is yet unknown. After the age of 40 Diabetes tend to develop overweight and reduction in weight usually improves carbohydrate tolerance.

Balanced diet is of utmost importance to control Diabetes. Most people eat more than what is necessary to find energy for their respective activities. The wealthy class is prone to indulge in eating rich food excessively with the result that the surplus calories are stored in the form of fat. The Diabetes patient has difficulty in metabolizing food, particularly the carbohydrates, but he requires food to supply energy for the discharge of his daily activities and to maintain an optimum weight which should be slightly less than what is reasonable for his normal physical condition. The right choice of food, limited to the minimum extent required is the key note to success.

A diabetic patient may normally, require 1800 to 2000 calories per day depending upon his habits. Since he finds it difficult to metabolize carbohydrates it is desirable to reduce it to the minimum required extent but however it cannot be completely eschewed as a certain amount of it is necessary to enable the pancreas to

secrete the insulin, essentially required for the metabolism of carbohydrates, the lack of which is the cause for Diabetes. A patient would require between 145 to 250 gms. of carbohydrates per day. Some opine "Take care of the carbohydrate, the protein and fat will take care of themselves," but this is a slogan which is over emphasised. The following are the foodstuffs which are commonly used in this country and their carbohydrate contents and calorific values in an ounce are tabulated :—

	Calories per ounce	Carbo- hydrates in gms.
<i>Foodstuffs :</i>		
Milk	18	1.36
Cheese	111	0.50
Buttermilk	10	1.36
<i>Flesh, Meat and Eggs :</i>		
Mutton	42	Nil
Liver	43	9.76
Brain	37	Nil
Fish	22	Nil
Chicken	30	Nil
Eggs	42	Nil
<i>Animal fats :</i>		
Butter and ghee	208	Nil
<i>Sugar and Starches :</i>		
White sugar	113	28.30
Sago	97	22.00
<i>Cereal grains and bread</i>		
Wheat (atta)	102	20.35
Unpolished rice	99	22.30
Polished rice	113	26.09
Ragi or Bajri	109	23.35
White bread	70	14.80
Suji	80	14.20
Dhals	100	16.20
<i>Vegetables :</i>		
Sweet Potatoes	46	9.06
Rest of the Vegetables	below	3.5
<i>Fruits :</i>		
Mangoes	23	5.20
All other fruits	below	4.00

The choice and regulation of food is an art by itself and has to be decided

after a careful study of the individual, not losing sight of his normal habits. Before balancing the food for a child, urine must be tested for sugar and acetone before every principal meal. The child has to understand that before playing strenuous games or swimming, etc., food which is rich in carbohydrates like bread or meat must be taken. It is very important, that the willing co-operation of a child to the discipline is ensured. Even where symptoms are mild, children require insulin though it might appear that the disease could be controlled by dietary restrictions. Insulin is necessary for the child's development and growth. Oral, drugs like Tolbutamide have a doubtful benefit on a diabetic child. Good control was defined as the state in which midday blood sugar was below 200 mgs. per cent and the first morning specimen of urine contained only traces if not absence of sugar. Constant intake of carbohydrates in the correct measure and at regular intervals is extremely essential and could be said to be the foundation in which good health depends. To sum up it is necessary that the diet must be balanced, taken in proper measure without overlooking the need of optimum requirement of carbohydrates.

With the advances made during the past two decades it has been possible for a diabetic patient to live almost a normal life. With sufficient education, common sense, intelligence, right attitude of the individual to the environments in which he lives, financial soundness and regulated life, diabetes should not be a handicap or a cause for anxiety. The disease can always be kept under control though

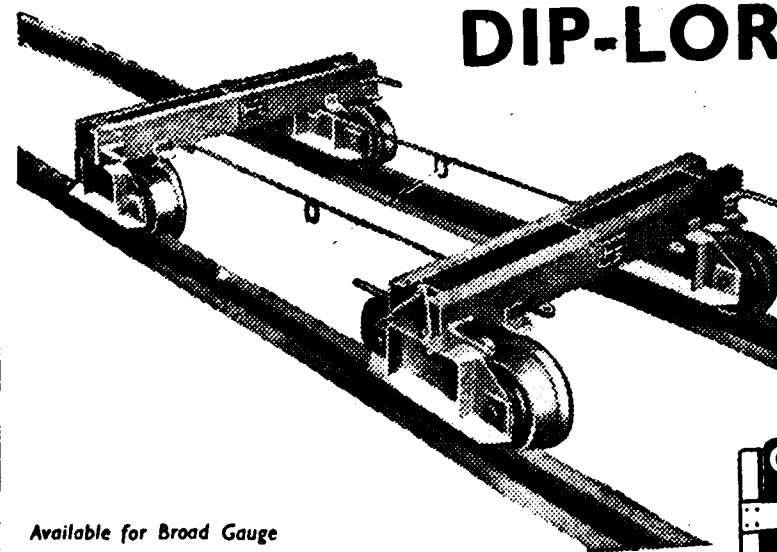
not cured. A Doctor or the patient's kith and kin might help a patient in a regulated life, but the patient alone has to be vigilant to understand his condition and act correctly.

One can be taught to take his own injections, choose suitable food even under changing conditions. Regular and regulated meals with insulin injections when necessary form the basis of control.

A diabetic patient has no reason to feel worried. It is after all a deficiency

disease. When controlled by diet and medicines it is not dangerous and normal health standards can be maintained. Many have a false notion that wheat diet is superior to rice diet but as could be seen from the tabulaetd statement the difference in carbohydrate content is very little, and the real regulation is called for in the quantity consumed. There is a large variety of foodstuffs out of which one could choose what he likes with a fairly precise fixation of the nutrient and carbohydrate contents.

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Fabricated brackets giving sturdy construction with ample bearings to give long service.

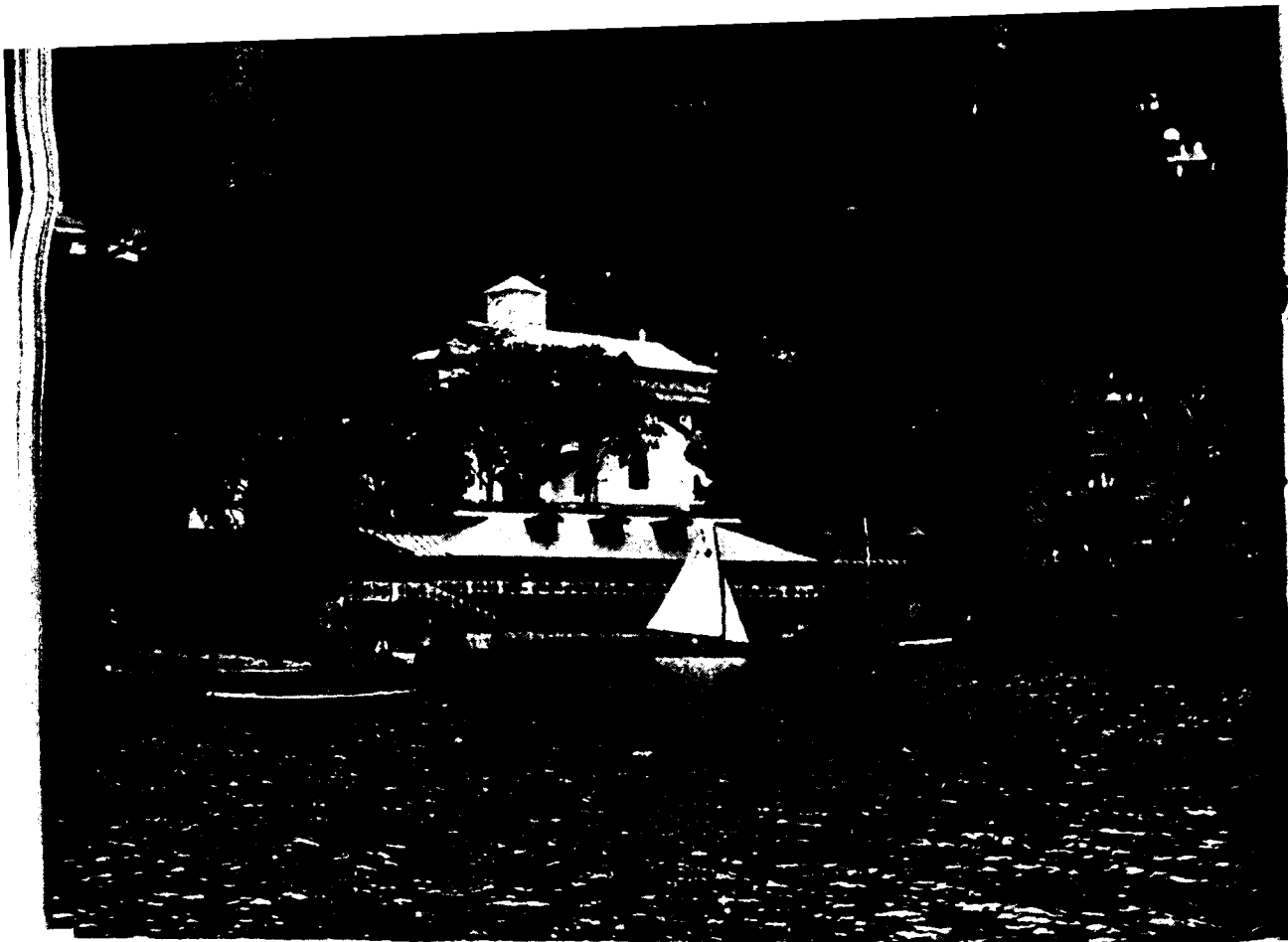


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COIMBATORE MADRAS NEW DELHI



Nainital : Yacht Club

HOW ABOUT NAINITAL?

R. T. SHAHANI

COME with me to Nainital this time for a change.

How does one get there? For one thing by train, by the good old iron horse, by the Grand Trunk or the Janata or the De-Luxe Express from Nagpur to Agra or Mathura or New Delhi in the first place. Then, if it is Agra or Mathura, by the Metre Gauge of the North-Eastern Railway which takes you straight to Kathgodam during an overnight journey by the

Kumaon Express. Kathgodam is the rail head for Naini and the train journey terminates at a distance of 22 miles from the hill. If you are going *via* Delhi, the route is somewhat inconvenient as it involves a change at Bareilly upto which you run on the Broad Gauge, thereafter you travel by Metre Gauge. By the way, the Kumaon Express from Agra Fort to Kathgodam has a partial air-conditioned coach which is a great boon during summer with the result that

August 1960

HOW ABOUT NAINITAL?

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since the travel over the Broad Gauge ex Nagpur to Agra is already air-conditioned, the latter lap of the journey can be equally enjoyable. For persons coming from Lucknow side, there is a direct Express Train (M.G.) for Kathgodam which is another very popular route.

Once at Kathgodam, there is ready bus service at your disposal which makes your further progress very easy. Buses are both frequent and well organised. The upper class seats are reclining and afford complete comfort. At Kathgodam itself, the station is being remodelled and will soon boast of more adequate waiting and retiring room facilities. There is already good restaurant service and the waiting hall facilities, for 3rd class passengers also, are quite adequate. The Kumaon Express arrives at Kathgodam at 10-30 hours according to the present Time Table. By 11, you should commence your journey which takes an hour and a half to reach the Bus Station at Naini. As the Ghat section commences almost immediately and we have to negotiate constant hair-pin bends, it is desirable, unless you have a very strong stomach, not to load yourself with food and then get into trouble en route. An early snack or a light breakfast at Bareilly for example, should be quite satisfactory. However, this is a very personal matter.

The journey up the hills is as usual quite exciting. One halt en route is usually customary and you drink some deliciously cold spring water and have your first taste of strawberries, which truly create an atmosphere of gaiety around the place. On the way to

Naini comes the inevitable toll station, a charge of one rupee per head is promptly levied and if you hire a taxi for yourself (it carries 4 passengers and you are charged Rs. 22 per trip), you pay a toll tax of Rs. 2 per head. When you look at the daily maintenance of the difficult hill roads, you will perhaps agree that such a levy is worth it and the money is well spent.

The running of cars on the main Mall Road is, if not prohibited, at least highly prohibitive. There is a levy of ten rupees for plying a car on the Mall each time. This is one of the best things that the powers that be have done, otherwise life on the Mall in the evenings, particularly in season, would be a vehicular hell.

Where does one stay in Naini? The choice is almost endless. There are any number of hotels and boarding houses within a few yards of each other. There are three 'A' Class hotels, viz., the Metropole, the Grand and the Royal which seemed to be well patronised, the first one probably leading in popularity. Among the also-rans are the Waldorf, Elphinstone and so on. Elphinstone, by the way, remains open throughout the year when most of the other hotels close down during the winter months. The schedule for 'A' class hotels is roughly sixteen rupees per day with lodging and board. The hotels mentioned above give both Western and Indian style food. There are a number of others too, lesser lights like the Himalaya, the Mansarovar, the Alka, etc., which are favourites. To each his own. The food and service in 'A' class hotels by comparison with others which I have visited could, however, be

improved upon, considering somewhat similar rates of payment.

What would you like to do in Naini? Almost everything is available. The Metropole runs fairly good Tennis courts although at the moment of the visit, on the eve of the advertisement of a Tennis tournament, they seemed sadly and urgently in need of repairs. The Yacht Club is an ancient institution and is kept going in fairly good style. Temporary membership is admissible. Yachting, badminton, billiards, cards, dancing and a well-stocked bar are some of the current attractions. Yes, Naini is wet—very much so, and drinks are cheaper than in some other places. Horses and ponies are available at very reasonable rates. Some distant points make stiff going and are better accessible on horse-back. If you are fond of rowing or just boating, the beautiful shimmering lake is there before you. With a circumference of $2\frac{1}{2}$ miles, life revolves very much around the lake. If you want some excitement, the skating rink at the Capital should suit you. By the way, there are two picture houses which show English pictures—somewhat ancient—during the season. For hikers, of course, there is no end to it.

The points of beauty are the China Peak and the Tiffin Top, Land's End, Snow View, The Government House, etc. The first two are rather inaccessible. Some people do them in dandies, an odd mode of transport with four persons lugging you around and making you look terribly silly. Still if you can't walk—you have to go of your heart!—and you can't this is the only way out.

One of the interesting features of this hill is the organisation of small tours to outlying parts in the Kumaon hills, e.g., Bhowali, Bhimtal, Ranikhet, etc., at very reasonable rates. One special bus is run at a time and the arrangements are quite satisfactory. The afternoon picnic to Bhimtal is somewhat exhausting as you go down by more than a thousand feet and Naini is not cold in summer, at least not during the day. The trip to Ranikhet is a whole day's affair and likely to be trying, otherwise definitely well worth it.

What to carry for wear? Light tropical suits should see you through. There is no need for heavy wear or tweeds or winter suits. A pull-over should see you through in the evenings and early mornings which are quite nippy and bracing. Travelling light is fun. Besides, there is a good well-stocked shopping centre on the Mall and you will get almost everything you need, just in case you have left anything behind.

If you are running the establishment in Naini, fruits and vegetables are available in plenty and are much cheaper than Nagpur, for example. It is fun buying your own daily necessities. Dairy products are cheap and abundant, the Aligarh Dairy Farm sending its supplies to Nainital.

Few people stay in monsoons and in winter but those who do seem to love it. The rains appear to oblige and arrive mostly at night or late in the evenings and if you want snow, here is your chance for it in winter.



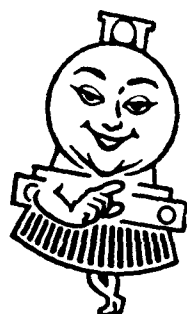
Nainital : Snows

There was a complaint about accessibility to Naini for people who are in a hurry. The provision of an airstrip at or before Kathgodam would appear to be a necessity for people coming from long distances. We met big contingents from Bombay, Calcutta, Ahmedabad and Delhi. The Gujrathis and Parsis have taken passionately to this hill. I am told that the Bengalis crowd there in the Puja Holidays. An air service, at least in season, would be very helpful. The present change due to break of gauge is somewhat annoying for long distance passengers.

The Government exodus was conspicuous by its absence at least till the end of May. A number of dignitaries were expected thereafter.

For Nagpurians, the hills are very distant. We have our Pachmarhis and Chikhaldas but I would hardly term them as satisfying enough to be called hill stations. Simla, Mussoorie and Naini in the North or Ooty and Kodai in the South, well, they are all distant but they lend a charm of their own and there can be no gain without pain, can there? Venture out and I am sure you will enjoy your trip to Naini.





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Issued by the SOUTHERN RAILWAY



TIRUMANGALAM

K. SRINIVASAN

STORY of Tirumangalam is an example of eternal greatness in temporal facts. The Planning Commission said the plan has to be carried into every home, in the language and symbols of the people and expressed in terms of their common needs and problems. In this connection, one is reminded of what the American writer Mr. A. N. Whitehead said about that religion or system conquering which will make accessible to mankind some eternal greatness in the passage of temporal facts. It is customary for the Indian scriptures to dwell on the divine aspect even on activities of daily life. In other words, we try to divinise the various activities of everyday life. In the Taitreya Upanishad, stress is laid on producing more food, breeding more cattle, producing more wool, learning more, prospering more, etc. As for India's National Development Programme, which is designed to accomplish the solution of the greatest

number of problems listed in the Five-Year Plan, are their Community Development and National Extension Programmes. It is the purpose of this Programme to mobilise not only the man power but the ingenuity and enthusiasm of the 295 lakhs who live in about 5,58,000 villages community aided, self-contained community development programmes and National Extension Programmes.

The job we have undertaken is a tremendous one. The Community Development is used to describe the methods by which the people who live in local villages or communities become involved in helping to improve their own economic and social conditions and thereby become effective working groups in programmes of national development. The term 'community development programmes' is used to describe only those administrative plans and operational procedures which implement community development objectives.

Adverting to the historic development in the southern part of the Peninsula, one is reminded of Tirumangalam, the story of which village in Madurai district was little known or heard of. This village served by the Southern Railway like most other villages, was steeped in ignorance, poverty and want, etc. A youngman, who was educated and better off than the villagers themselves, made his appearance in a strange manner. He was not dressed in any western clothes but was clad in simple national dress without having to use luxurious suit-case or hold-all. He used to sweep the streets. It was clear to the villagers that the youngman was a genuine

worker who came to them with a noble purpose. The villagers joined him in the work. This worker had not disappeared after making any platform speeches. He started cleaning the village. He dug compost pits. He did various other jobs which the villagers neglected themselves. He was not alone in the work. Others came and shared the work. The villagers now woke up and they too now joined in the Community service. More wells were dug and deepened, roads constructed, bunds erected. Gram Sevak and villagers worked hand in hand. This happened in other villages. This new movement spread in the Tirumangalam firka of Madurai district. The Tirumangalam Firka consists of more than 261 villages including hamlets. The total population of the area is more than 152,000. This has become a model in the southern area. The President and several other important persons who visit south make a special trip to Tirumangalam to see the development that has taken place there. The village workers at Tirumangalam have learnt the human approach to the rural uplift and development. Whole families have joined in the Community service of rehabilitating the villagers.

Another important factor that has contributed to the striking success of the rural welfare scheme in Tirumangalam firka has been the creation of sound leadership in every village. Gram Sevak Sangams have been organised in almost every village. The leaders are elderly and respectable people. Out of the many tales, one example may be cited in this particular context to illustrate how the leadership

can function in terms of equality and justice. The people of Devinayakanpuram decided to have a masonry drainage for their village. It was a strange scheme worthy of any Municipality. This was how they carried it out. The cost came to more than Rs. 5,000. The leaders decided to levy Rs. 2 on every acre of land. Those who owned no lands lent their carts free of charge. Those who owned neither lands nor carts contributed free labour. The Government contributed Rs. 500 for the work. The people of Devinayakanpuram had thus completed the strange scheme.

The important factor that has contributed to the success of the Tirumangalam firka is the co-ordination between the Rural Development Department and the Public Works, Agriculture, Co-operative and Health Departments. The members of the special staff from all these departments work with Rural Welfare Staff as one team. The Constructive Workers Day is celebrated at least twice a month. Intensive sanitation, mass spinning, cosmopolitan dinners, games, public meetings and community prayers are also arranged for the day.

In the several years of working of this scheme, good results have been achieved. Quite a number of substantial ameliorative measures have been carried out by the villagers themselves. A good example is Kallanai Tank which is reclaimed by the entire village. This Kallanai Tank which has an ayacut of 180 acres, was overflowing with water into the supply channel and was impossible to store sufficient amount of water for irrigation. The estimated cost of the extension

of the tank bund came to Rs. 30,000. The villagers decided to do the work themselves. Another sphere in which substantial results have been obtained is construction of village roads. Masonry drainages have been constructed. Wells have been sunk everywhere. The villagers have also used the discretionary grants of the Government to carry out more than 200 items of work such as improvement to wells, construction of school buildings, reading rooms, community wholesale co-operative societies, disposal pits and culverts. Besides, radio sets, etc.....were purchased with the help of Government grant. The total cost to these improvements was about Rs. 1,80,400. The amount sanctioned by the Government was only Rs. 60,800 while the balance of Rs. 1,19,600 was contributed by the villagers themselves. That means more than twice the value of the grant was contributed by the villagers.

At the same time, special attention is also paid to increasing the production of foodgrains, cotton and vegetables through subsidies and other facilities. With a view to encouraging village industries and to training artisans in modern methods, the village industries training centre was started at Kallupatti Grama Sevak Vidyalaya. The centre is run by competent people who have undergone training at the All-India Village Industries Association at Wardha. Several students are trained in advance courses in weaving while students mostly artisans are given free training in the village industries. Multi-purpose Co-operative Societies have also been made to collect and distribute raw-materials

for artisans and to find markets for the finished goods through Central Sales Society. Improved tools have also been supplied free of cost to deserving artisans through the Industrial Department.

To achieve self-sufficiency in clothing, an extensive Khadi Scheme has been started in the area. About 25 villages in the Development Area have been electrified mainly with the object of promoting agriculture. More than 150 pump sets have been fitted up and arrangements have been made for more pump sets.

Village games, sport, drama, folk-dances, bajans and community prayers are organised regularly. Under the auspices of the local Panchayat or Co-operative Societies, radio sets have been installed in more than 16 villages and Government contributed about half the cost. There is also a Central Library at Tirumangalam with 65 branch libraries in other villages. Books and periodicals are circulated among the branch libraries.

This is, indeed, a beginning of a new life. The leader of a group reads a newspaper to his fellow citizens whereupon a discussion follows on subjects as Vinola Bhava, Bhodan Movement, etc. Tirumangalam, which is considered an object lesson, is visited by important and very important persons, who visit the south.

The Southern Railway should be proud of serving a station which is an object lesson in community development and plans, development of the village, noted for its Co-operative Societies, games, sport, drama, folk-

dances, bajans and community prayers and for this serving old wine in new bottles.

समानो मन्त्रस्मितिस्समानी ।

समानं मनस्सह चित्तमेयाम् ॥

समानी व आकृतिरतिस्समाना हृदयानि वः ।

समानमस्तु वो मनो यया वस्सुसहासति ॥

Common be your prayer ;
Common be your end ;
Common be your purpose ;
Common be your deliberation.
Common be your desires ;
Unified be your hearts ;
United be your intentions ;
Perfect be the Union amongst you

—Rig Veda, X, 191—3, 4.



Advertisement Techniques

(Continued from page 20)

as sale, auction notices, etc., are advertised by Railways as classified advertisements charged per line with a minimum fixed charge. Special stories and messages with or without pictorial illustrations are issued as display advertisements.

In issuing advertisements what should be considered is the type of publication, the frequency, its circulation, area and readership and, the effectiveness of the letter press message or story and the pictorial illustrations from the human side, scenic aspect, mechanical data and the architectonic excellence keeping in mind the effect it will produce.



"BEAUTY AND THE BEAST"

THIS is a story based on an old Chinese legend, and is somewhat similar to the well-known story of 'Beauty and the Beast'.

Once upon a time there was a Chinese mandarin whose name was Huang Ho. He had three lovely daughters, but the loveliest of them was the youngest, Sing Sun.

In the garden attached to the mandarin's house there was a pond with crystal clear water, which was the home of all kinds of beautiful tropical fish. It was a favourite pastime of the three sisters to sit by the pond and watch the frolics of the fish.

One day they saw amongst the fish one that was a bright, burning gold in colour, and so much larger than the others. Sing Sun was enchanted with this handsome goldfish, so she said aloud, "I'm sure he's wiser than all the other fish in the pond."

She had hardly spoken when a voice seemed to come from the pond. "I certainly am a wise old fish, little maiden." The sisters opened their eyes in wonder. Surely it wasn't the goldfish who had spoken? Again the voice spoke: "Yes, it's me the goldfish speaking to you lovely girls. Is there anything I can do for you?"

Perhaps, I can show you how wise I am."

The sisters had got over their surprise and said together, "We'll ask him if he can tell fortunes." The goldfish heard this and promptly replied: "Didn't I tell you I was a wise fish, and as for telling fortunes, why that is one of the things I can really do well. Now, let's have your questions."

As if with one voice the three girls asked, "Tell us whom we are going to marry?" The goldfish replied, "that's just the question I was expecting. Well, the eldest will marry a soldier, the second will have a wise judge for a husband, and the youngest will marry a prince."

The three sisters squealed with delight. Perhaps this was just the usual fortune-telling trick, but they thanked the goldfish and were about to move off, when the goldfish spoke again. "Just a word of advice to the youngest maiden. Be kind to the Tartar."

The girls were again surprised and repeated the words "Be kind to the Tartar". What could this mean. They were about to ask the goldfish to explain when on looking into the pond they found he had darted away. They waited a little to see if the goldfish would return, but he seemed to have hidden himself. So as they

walked away Sing Sun remembered that she had always wanted to marry a prince, but why should she "be kind to the Tartar?" This was a puzzle she would have to solve herself.

A few days later their father Huang Ho had to go on a long journey, but before he set off he called his three daughters and asked them what presents he could bring. The eldest asked for golden slippers with jewels sewn over the toecaps. The second girl asked for combs for her hair, with a big diamond in each. Sing Sun did not ask at once, but after a few moments' thought said, "Bring me a piece of the Great Wall of China."

Now this was a strange request, and the girls seemed somewhat alarmed, for the Great Wall stretched from one end of China to the other and had been built to keep out enemies. If a piece had to be brought back, then there would be a hole in the Wall through which enemies might get in. However, Huang Ho had given his promise and told his daughters that he would bring whatever they had asked for.

After Huang Ho had journeyed far and wide and finished his business he started on his way home again. So first he went to a famous jewel market and there he bought the golden slippers for the eldest girl, and then the diamond-studded combs for the second daughter. Now he had to get a piece of the Great Wall for his little Sing Sun.

He mounted his pony and journeyed to the Great Wall, looking for a place where it would be easy to break off

a bit. At last he saw such a spot. Looking around to make sure nobody was watching, he got off the pony and went up to the Wall with a hammer. He hit the Wall powerfully, but only a little dust blew off. He tried again and again, but the Wall was much too strong for his hammer. However, he must keep trying as he could not go back without a piece. He would have another try. This time he aimed a mighty blow at the Wall, and out fell a big piece, leaving a hole.

He was about to pick up the piece when he suddenly saw a fierce and ugly Tartar crawl through the hole. The Tartar grabbed Huang Ho by the shoulder and shouted, "Now, I am through into China, I'll push you through that hole into prison and then off goes your head!"

Huang Ho was a mild man and pleaded with the Tartar. "Oh, dear old Tartar friend, I'm a peaceful man, so please don't chop off my head. After all, I am not here to harm you. Actually I was only getting a gift for Sing Sun."

"Who's Sing Sun?" demanded the Tartar. Huang Ho replied, "She's my youngest daughter, and the most beautiful girl in China. So if you chop off my head what will happen to my lovely little Sing Sun?"

"Well," said the Tartar, "I rather like your picture of lovely Sing Sun, so I'll make a bargain with you. If Sing Sun will become my wife, I won't chop off your head." The Tartar now caught Huang Ho, pushed him through the hole in the Great

Wall to the other side, where the Tartar's men took him over and kept him a prisoner in a tent. The Tartar then jumped on to Huang Ho's pony and set out to find Sing Sun.

The pony took the Tartar all the way back to Huang Ho's house, and when the man and pony entered the garden the three sisters, who had been keeping watch for their father's return, explained, "Look, who's come on father's pony. It's a Tartar and what an ugly beast of a man he is!"

But before the Tartar had come close to the girls, Sing Sun remembered what the goldfish had said, "Be kind to the Tartar." So instead of running away from this ugly man she smiled and said, "Honourable Tartar, won't you sit down and rest after your long journey, while I go to fetch you some fresh, fragrant tea and food?"

The tea and food was soon ready and Sing Sun herself served the Tartar. When he had finished she asked timidly, "Please tell us why you have come here?" The Tartar told them what had happened at the Great Wall and when he had finished said, "Now, little Sing Sun, if you will marry me, I'll set your father free."

Sing Sun looked at the Tartar shyly, and thought how ugly he was, but if she didn't marry him, her father would lose his head. And did

not the goldfish say to be kind to the Tartar? So she agreed and married the Tartar. Within a few days he rode away with her to the hole in the Great Wall and on to the other side to take her to his own land.

On the other side of the Wall she met her father and told him about the goldfish and what she had done. At first the father was a little disappointed that his beautiful daughter should become the bride of such an ugly brute of a man, but he knew he would now be able to go back to his home and to his two elder girls. Before they parted the Tartar told Huang Ho not to worry about his Sing Sun as he was a prince of the Tartars, and as for his ugliness, that would be changed very soon. He finished speaking then lifted his hand to the back of his head and did something. Suddenly the ugly face came off the head and what underneath was the real face of the Tartar prince, strong and handsome.

Then he told them that as soon as he became a man his father had ordered him to wear that ugly mask until he found a beautiful bride who would agree to marry him in spite of his ugliness, and only when he had found that bride could he remove the mask.

UNCLE TELLATALE



TRAVEL TRAVEL TRAVEL AND MORE

V. E. THIRUVENGADIAH

Travel, travel, travel and more
Unravel the treasures of Nature, Explore
Her Wealthy regions of scenic grandeur
Of flora, fauna and super sculpture.

Our Ind is the land of great temples,
The land of maples and sweet apples
The land of Jog Falls, Courtallam
Cool Dudd Sagar and Sivasamudram.

The majestic awesome perennial rivers
And mountains tall with snow clad towers
Oldest cities whispering our past
And modern industries that take aghast,

Great mosques, churches, mausoleums
Elloranta and Ellora our encomiums,
Madurai, Poori and Srirangam,
The monolith pillars of Rameswaram,

The lofty domes of Bhubaneswar,
Konarak, Mahabaleswar,
The 'Whispering' Gol Gumbaz at Bijapur,
The ruins of valorous Vijayanagar,

A poem in marbles, the Taj Mahal
The Red Fort, Thirumalai Naik's Mahal
The famous forests of Junagadh, Gir
With lion, leopard and bison, bear,

Inviting the sportsmen for big game hunt;
The coast for rowing and surf-riding stunt
These and still many numerous ones
Are delightful studies of extravagance.

Travel, travel, travel and more
To get insight of our past culture
That lies beyond one's common grasp
But unfolds more to the earnest clasp.

To the tourist, sight-seer or archaeologist,
To the student, architect or Zoologist
To the scientist trader and common man
Our land is a treasure-house of greatest span

Of silvery clouds and eternal snows
With climates varying from place to place
With range of mountainous ghat borders
Of bays and beaches our coast meanders.

Palace antiquities, stupas, fortresses,
Once rich magnificent, prosperous
Now in ruins that bear testimony
Of original skill that fades to agony.

The three thousand years old fresco arts
Of Ajanta baffle the artists of parts.
In Harappa the excavated city ancient
Of thirty-five hundred years; a reminiscent.

Of miniature two wheeled copper cart
Was discovered, a foremost vehicle art.
Our Ind's is marvellous hoary tradition
Of stucco, stone, subtle ornamentation.

That take honoured seat in apt wonders;
A zeal of art our culture renders.
A myriad more of sights impress
Enchant, entice and bore digress.

Travel, travel, travel and more
By road or rail or water or air;
For travel offers a piquant pleasure
In easy, visual, practical measure.

The picturesque landscape of cool Kashmir
Did astound the emperor Moghul Jehangir
And yelled and burst in ecstasies of rapture
It is here! It is here! It is here paradise!

Peerless, matchless, unrivalled in world
The creation of the kind by film in bold
In India, our India quite graciously
That casts a spell ever astir.

Fa-hien and Hsuen-tsiang the Chinese travellers
In five hundred A.D. by roads and rivers
Travelled the length and breadth of our land
And apprised the amenities of travel as grand.

Travel, travel, travel and more
To know and learn about ourselves more,
To north or south or west or east
That offer a profitable pleasure of feast.

The Wedgewood Committee's recommendations
To appoint officers for Public Relations
That cater the needs of any tourists
Present the tours as paradise manifest.

Of all parts in the globe for tour travel,
The tours in Ind are economical,
And of all transports the "Rail" cheapest
So, travel more and reap the best.

Travel more with luggages less
That yield calm, comfort, quietness;
Visit all wonders of God and man
For life, unlike art is short of span.

AGE AND MUSIC

Palghat SUBRAMANIA IYER

WILL I be able to learn Music and master the art to an appreciable extent if I start learning at this age? This is a common question put to me by several of my elderly friends. My answer is "Why not", if the due amount of devotion, practice and effort is taken to master an art as a young girl or boy would take. So, the question "Will I be able to master it?" should be put to ourselves thus "Will I be able to devote, practice with determination to master the art?" If this question is favourably answered, there is no doubt, in my opinion, in our achieving a fairly good standard in Music, despite the age.

Advantages and disadvantages are in equal ratio for the Late and Early starter. The early starter (let us suppose a girl of 10) will have all facilities for devoting to the art. She will have no worries in mind, except that she may be wanting in time for play. She will have ample time and facilities. The most important factor lacking in many families is that the parents of the girl do not take proper efforts to insist the girl to do sufficient practice and even this responsibility is put on the Music teacher by saying "Sir, she does not practice even for 15 minutes a day and it is left to you to make her practice at home." The teacher can only give lessons but cannot make the child practice at home. This responsibility, I feel, is the parents'. This is quite a common affair in many high class families, where I am sorry to say, the parents are only particular in knowing the

progress than to take any pains in insisting their children to practice at home. I had some experiences where the Music teacher has had to wait at the bungalow for hours for the home-coming of the pupil from the club. I do not mean they should put a stop to their play in the club. But knowing that the Music teacher would come at such and such an hour the girl should be made to stay at home and revise her Music lessons and be ready to do justice for what the teacher has taught in the previous class.

If the child has an aptitude for Film Music while learning Karnatic or scientific Music, this has to be condemned by parents. There is another case in which when the girl is practicing Karnatic Music inside the room, her brother or mother would be tuning to Film Music over the Radio in the Hall. This attracts the girl in the room and she will have an urge to close Karnatic Music and join with her mother and brother in sharing the Film Music. Here, I want to stress upon the fact that hearing of Film Music in toto may not be harmful. But Film Music is deadly and contagious too to learners of Scientific Music, viz., Karnatic Music, especially to youngsters. Film Music or any other cheap type of Music will not affect those who have attained a sufficient standard in Scientific Music. Till such time, hearing of Film Music is harmful and should be discouraged by parents of the children learning Scientific Music. How to avoid this? Parents should afford ample facilities

for the girl to hear Scientific Music through Radios and Concerts. They should be strict in regard to their practice.

Progress cannot be expected without the due devotion and practice to the art, since art cannot be bought. The girl hears a fine song in the Radio or Concert and much impressed by the song, the parents ask the teacher to teach that song to their child, without knowing the present stage of the child, whether the child would be able to render the song at that stage in the same manner the song may be taught by the teacher (as the teacher is obliged to obey the parents). We must know that the artist has sung that song so impressively through the utmost devotion and practice for so many years. How could that song be taught to a girl, who has just started Music or even if it is taught, how would the girl be able to give the same impression the artist (whom she has heard) could have created, without undergoing the efforts of the artist. This is just like "Badam Halwa" is a healthy stuff and tasty also. Why not this be given to a child of six months? It is tastier than the milk it consumes with so much of difficulty? Yes! the mother knows the child cannot assimilate Badam Halwa and that the child has to pass the stage of assimilating Diluted Milk. In the case of art, the teacher knows what to give the child and which stuff the child would assimilate and at what stage.

Hence, more responsibility lies on the parents than on the teachers in bringing up their children in any art.

The teacher comes to feed knowledge but to digest it is the work of the pupil with the combined effort of parents as said above.

The right age for starting Music to a child is 9 years and not before that, as in normal cases the child before 9 years may have the power of reproduction but not the memory.

The late starter has also certain advantages and disadvantages though not the same as for early starters. They will have some responsibilities of the family, which means worries of all type. They may think that worries hinder the study of Music. But in my opinion, Music can make them forget the worries. Worry is common to any living being, but Music is a Magic cure for it. Power of grasping is greater for the late starter but to practice and digest it, he must find time and willingness. Power of grasping is lesser in an early starter but she has ample time to practice. The voice of the late starter has to be moulded by hard practice but the early starter can mould her voice from the early stages. The late starter has greater scope to hear Music, unlike in the case of an early starter, to whom the teacher has, actually, to "spoon feed". The late starter would easily get offended by the teacher's moods but the early starter's case is different and the result also is different.

Blessed the family is, where Scientific Music the path for salvation rings in the minds of every member.

In conclusion I would say that age is no criterion for learning Music or any art when devotion to art prevails.



ENGLISH BANDE MATARAM AND INDIAN NATIONALISM (1906-1908)

By Prof. Haridas Mukherjee and
Prof. Uma Mukherjee

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The present work is a careful compilation - nay, rescue from old, inaccessible, files of 'Bande Mataram', a Calcutta Newspaper which survived just a little over two years under the able editorship of Sriyuts Aurobindo (Ghose and Bepin Chandra Pal (August 1906 to October 1908) - and recalls in a telling manner the new era ushered in the country by giving voice to the mind of resurgent India at the beginning of the present century. No student interested in that brilliant epoch in the country's history can afford to ignore the message "Bande Mataram" (which, by the way, was not merely a political slogan or a musical composition but more than a National Anthem - the solemn oath of allegiance to the Motherland) brought to its countrymen; and, is it any wonder then, that Profs. Haridas Mukherjee and Uma Mukherjee have gone the whole hog (even staking their last shirt!) and left no stone unturned to recover by their arduous researches many of the Lost Articles

and is not the country under great obligation to them? Well, time alone can reveal whether an 'Agricola' would see their names writ large in capitals and in gold letters.

That aside, the book needs to be commended not merely for the value of the matter wafted across the years as one reads the collection of articles so carefully compiled by Uma and Haridas (worthy daughter and noble son of Bharat Matha) but also for the manner of its presentation; a work as a source of valuable original material indispensable for the study of India's freedom movement in its formative stages (upon which depended its future). This is a remarkable study (by the inimitable authors, who have specialised in the history of the Swadeshi Movement 1905-1911) in the ideas of India's first freedom movement based on those rare editorials of Sri Aurobindo and Bepin Chandra Pal and the study is objective and investigations carried on scientific lines. There is no denying or disguising the fact that the authors have grasped the real spirit of the great movement at the beginning of this century and have approached its study in a truly historical spirit—what's more, unmoved by mere sentiments and enthusiasm, the authors have very carefully studied contemporary records for an objective and dispassionate study of the subject. They have worked hard and examined source materials not easily available and the result is Good Work Well Done! This compilation will, beyond all doubts, help

to revive the memories of those Glorious Times and the Great Heroes (Sri Aurobindo and Sri Jut Bepin Chandra Pal) who made them ever memorable.

Apart from thought-contents, this compilation has an additional attraction in that the articles presented (herein) read like literature *par excellence* and superb Journalism. "Hail to the Mother", which is nothing more than the *real* meaning of Bande Mataram, the flash of poetic ecstasy of Sri Jut Bankim Chandra Chatterjee, has been so deftly and lovingly treated (by Uma and Haridas) that one sees from cover to cover the handiwork of trained students of history, who with great industry have gathered their material from the study of old files of newspapers and the evidence of eye-

witnesses and have edified at some points the errors of previous dilettantes. The authors' style of writing is argumentative, logical and precise.

The spirit is the bed-rock and it's the life of this spirit that we are seeking through our economic organisation and our political activities: and deathless as is the Spirit the SELF—and with the Psalmist of old, the Spirit of Nationalism in India might well declare to all the world:

The Lord is my rock and my fortress, and my deliverer;
My God, my strong rock, in Him will I trust;
My shield and the hour of my salvation, my high tower,
I will call upon the Lord, who is worthy to be praised;
So shall I be saved from mine enemies! Hallelujah!! Hallelujah!!!

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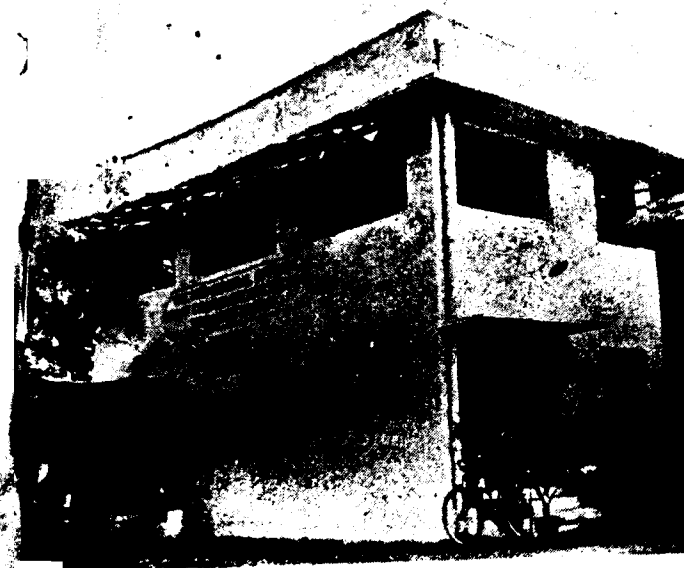
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S. R. News



Shri P. H. Sarma, Officiating General Manager, cutting the ribbon

SOUTHERN RAILWAY EMPLOYEES' CO-OPERATIVE CANTEEN

The new premises of the Southern Railway Employees' Co-operative Canteen were declared open on June 29 by Mr. P. H. Sarma, Officiating General Manager of the Southern Railway at Park Town.

In his welcome speech Mr. J. A. Bhote, President of the N.G.O. Staff Canteen, thanked the Railway adminis-

tration for the remodelling of the building at a cost of Rs. 58,000.

Mr. P. H. Sarma said Co-operative Societies in the South, particularly those of the railway employees were being administered well and efficiently. The Government, he added, had always been encouraging co-operatives and he wished them every success in their endeavours.

Mr. K. Govindarajulu, Secretary, proposed a vote of thanks.

Group photo of Board of Directors

Officiating G. M., SDGM, CCS and other officers at Tea





The 23rd meeting of the Zonal Railway Users' Consultative Committee of the Southern Railway was held at Madras on the 14th June 1960. Shri A. C. Mukerji, General Manager and Chairman of the Committee presided over the meeting. This was the first meeting of the newly re-constituted committee.



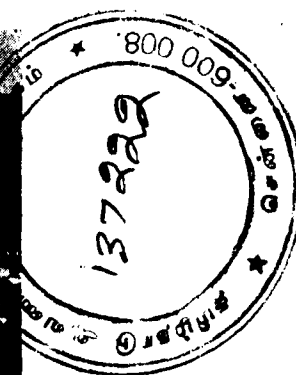
August 1960

S. R. NEWS

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The Ninth meeting of the Regional Railway Equipment Advisory Committee was held on 11-5-60 at the Headquarters office of the Southern Railway, Park Town, Madras, under the Chairmanship of Shri A. C. Mukerji, General Manager, Southern Railway. The meeting was attended among others, by representatives from Trade and Industry, National Small Industries Corporation



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**ANNUAL GENERAL BODY MEETING AND ANNUAL DAY CELEBRATIONS
OF THE ROBINSON RAILWAY INSTITUTE, NEGAPATAM**



*Shri J. De Monte, President, Robinson Institute,
addressing the audience*



Acrobatic Feats by Shri G. Balasubramanian & Party



*Miss Deanna De Monte
distributing the prizes*

*Shri V. S. Murti, DEN/I/Mysore
(Right) who handed over charge to
Shri V. C. Rengaswamy before pro-
ceeding to Madras as T.S.O. on
23-6-60*



Inspection of Trade Apprentices by CME on 23-6-60 at GOC.

RAILWAY WEEK CELEBRATIONS AT DELHI



*One of the culprits receives bullet injury from
RPF/Armed Wing "*



*The culprit is surrounded after being caught by the
RPF Dog "Baron"*

*Railway Institute 'B' team (West) Perambur, Winners and Rly.
Institute 'A' Arkonam, Runners up, with Shri D. S. Arul Doss,
DPO/RPM and Shri Sridharamoorthy, DCOS/GSD/PER.*



SOUTHERN RAILWAY STATE BHARAT SCOUTS AND GUIDES WORLD GUIDING GOLDEN JUBILEE CELEBRATIONS



Inaugurating the Golden Jubilee Celebrations of the World Guiding, organised by the Southern Railway State Bharat Scouts and Guides, Madras, on the evening of the 25th June, at the Hobbies Centre, Perambur, Mrs. Tara Cherian, ex-Mayor of Madras, said, 50th year in the life of an individual is a great thing and 50th year in the life of an institution, an International institution is still a greater thing and the ordinary citizen members of this Movement can do more than what Ambassadors and Diplomats can do for better understanding among the peoples of different countries, spreading peace and goodwill. Earlier, Mrs. Tara Cherian reviewed the Scout and Guide units.

500 Scouts and Guides from the Central and Integral Coach Factory Districts of Southern Railway State had assembled. Sri A. C. Mukerji, General Manager, Sri P. H. Sarma, Offg. General Manager, Dr. P. A. Menon, Chief Medical Officer and State Chief Commissioner and other distinguished visitors and Ladies were present.



Smt. Rugmini Menon, State Commissioner (Guides), welcoming the gathering, briefly traced the history of World Guiding and said that though the Movement in the Southern Railway is in an infant stage, it had made a rapid progress. On behalf of the Guides of the Southern Railway, she renewed the promise "to do their best to serve God and country".

Smt. D. L. Gopal Ratnam, State Commissioner (Guides), Madras State, unveiling the portrait of the World



Chief Guide, Lady Baden Powell, spoke on the greatness of the Chief Guide and how she is the greatest personality living among us today propagating the spirit of universal brotherhood and sisterhood, carrying the torch lighted by Lord Baden Powell fifty years ago, even to this day. Paying a tribute to the State Chief Commissioner and State Commissioner (Guides) of the Southern Railway State, she said they have opened a new chapter in the relationship between the two States—Madras and the Southern Railway States. She concluded as to how it is befitting on this day the Guides and Scouts should rededicate themselves to do the right thing for the children, to uphold the right and to renew the promise to the Movement.

Miss G. R. Samuel, Principal, St. Christophers College, and Headquarters Commissioner (Training), Madras

State, spoke on the occasion on the set-up of the organisation of World Guide Movement. Paying tributes to the Southern Railway, she said that though the Movement of the Railway is an infant, it is a sturdy one and the Railway can be proud of the progress they have made in so short a period. Today with the advancement in Science, she said, the different countries have come closer together, have become neighbours but have not become good brothers. This is a challenge for the Scouts and Guides and it is for them to create the World Brotherhood and Sisterhood and create a friendly, homely atmosphere.

Smt. Chinnikrishna, Joint State Secretary, proposed a vote of thanks. The function concluded with a few choice entertainment items put up by the Guides.



Shri K. J. Chandy, B.A. (Hons.), Divisional Superintendent, Southern Railway, Guntakal, has been promoted as Chief Commercial Superintendent, Northern Railway



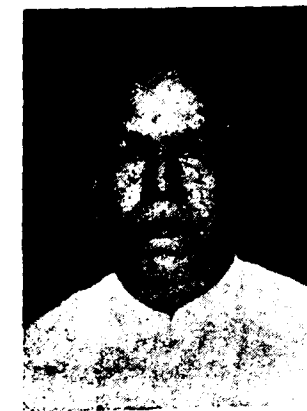
Farewell to Calicut Station Master : On the evening of 18th June 1960, a pleasant function was got up at the station premises at Calicut to bid farewell to Shri N. Krishnamurti Iyer, Station Master, who is promoted and transferred as Station Superintendent, Virudhunagar Jn., and also to welcome Mr. W. A. J. Rego, the incoming Station Master

August 1960

S. B. NEWS

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SRI S. SRINIVASAN, CHIEF AUDITOR, SOUTHERN RAILWAY, RETIRES



a tradition of cordiality between Statutory Audit and the Railway Administrations.

He has been the Chief Auditor, Southern Railway, since 1953 and of the Integral Coach Factory almost from its inception. He proceeded on leave preparatory to retirement for 4 months on 12-6-1960, after a long service of over 34 years.

Gentle and unassuming in manners and deeply religious, Sri Srinivasan was reserved by nature.

His hobbies are studies of popular Science, Sanskrit and Vedic Literature and practice of Yoga Asanas.

Sri S. Srinivasan, M.A., I.A. & A.S., was born on 12th June 1903 at Papanasam in Tanjore District. He had his early education in the Municipal High School, Dindigul, and later studied in the Madura College, Madura, and the Presidency College, Madras. He took the B.A. (Hons.) Degree of the Madras University in March 1924 in Mathematics, securing a First Class and standing first in the Presidency.

On passing the competitive examination for recruitment to the Indian Audit and Accounts Service, he joined service as Assistant Accountant-General, Bombay, in March 1926.

He has served in various Branches of the Indian Audit Department and has been in the Railway Accounts Department also for a period of about 2½ years as Senior Accounts Officer on the G.I.P. and E.I. Railways. He was Controller of Supply Accounts at Delhi and Bombay in 1944-46. He has held the post of the Chief Auditor on all the principal Railways in India for about 10 years where he established

Upanayanam of the sons of Shri Ganapathi, P.A. to C.M.E., Southern Railway



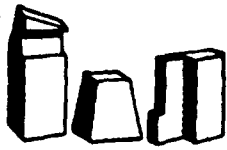
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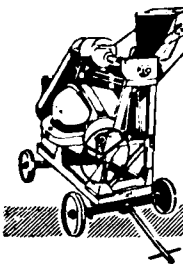


Shri Karnail Singh, Chairman, Railway Board, visited the Creosoting Plant at Olavakkot on 17th May. The Chairman is seen herewith Shri A. C. Mukerji, GM, Shri D. B. Patel, CE and other officers

Shri A. C. Mukerji (centre) and other officers at a dinner given by the DS/OJA, Shri K. N. Krishnan in honour of the Chairman

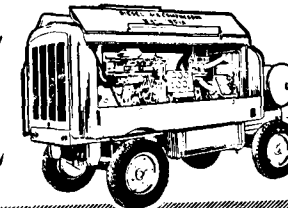


Ask Jacks about it!



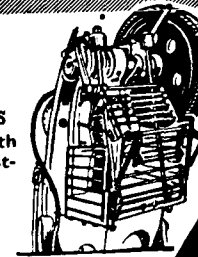
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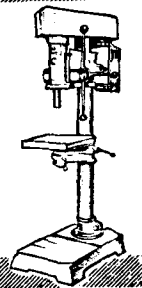


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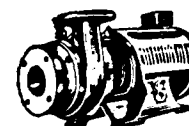


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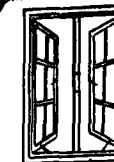


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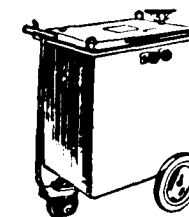
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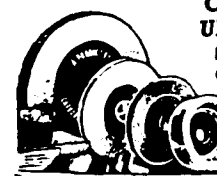


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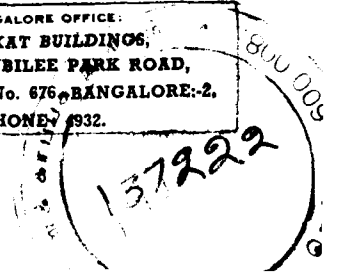
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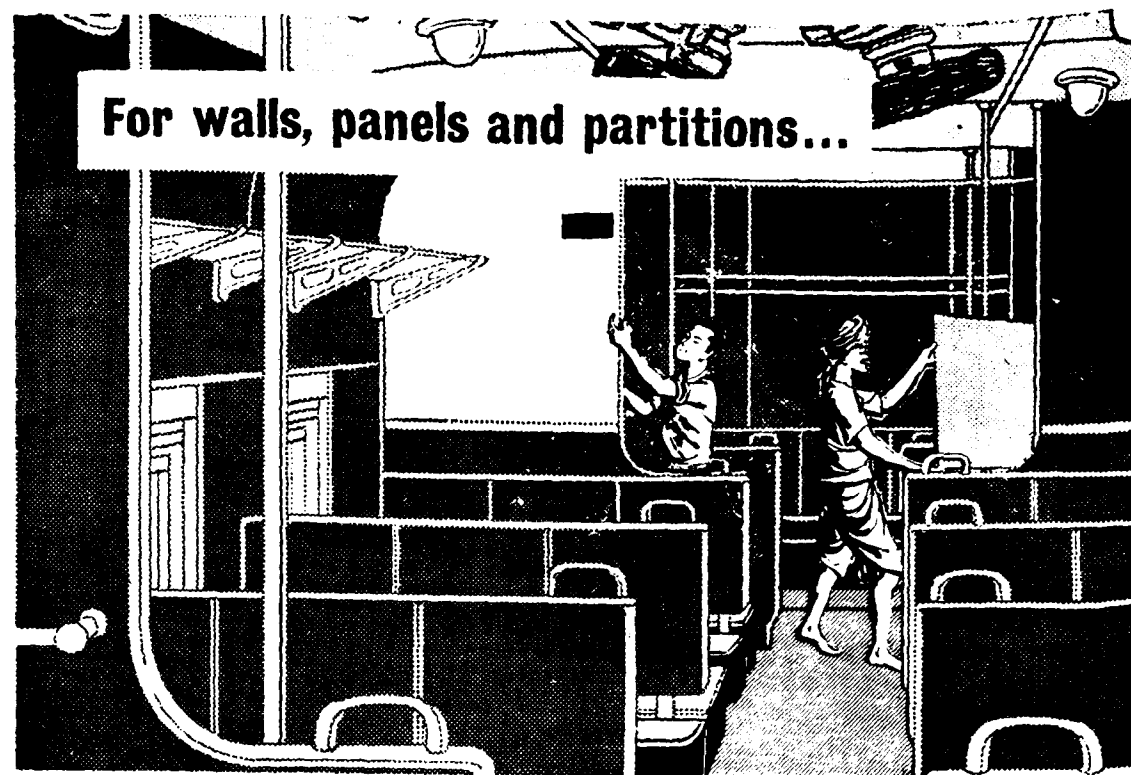
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