



SOUTH RAIL NEWS

VII

No. 10

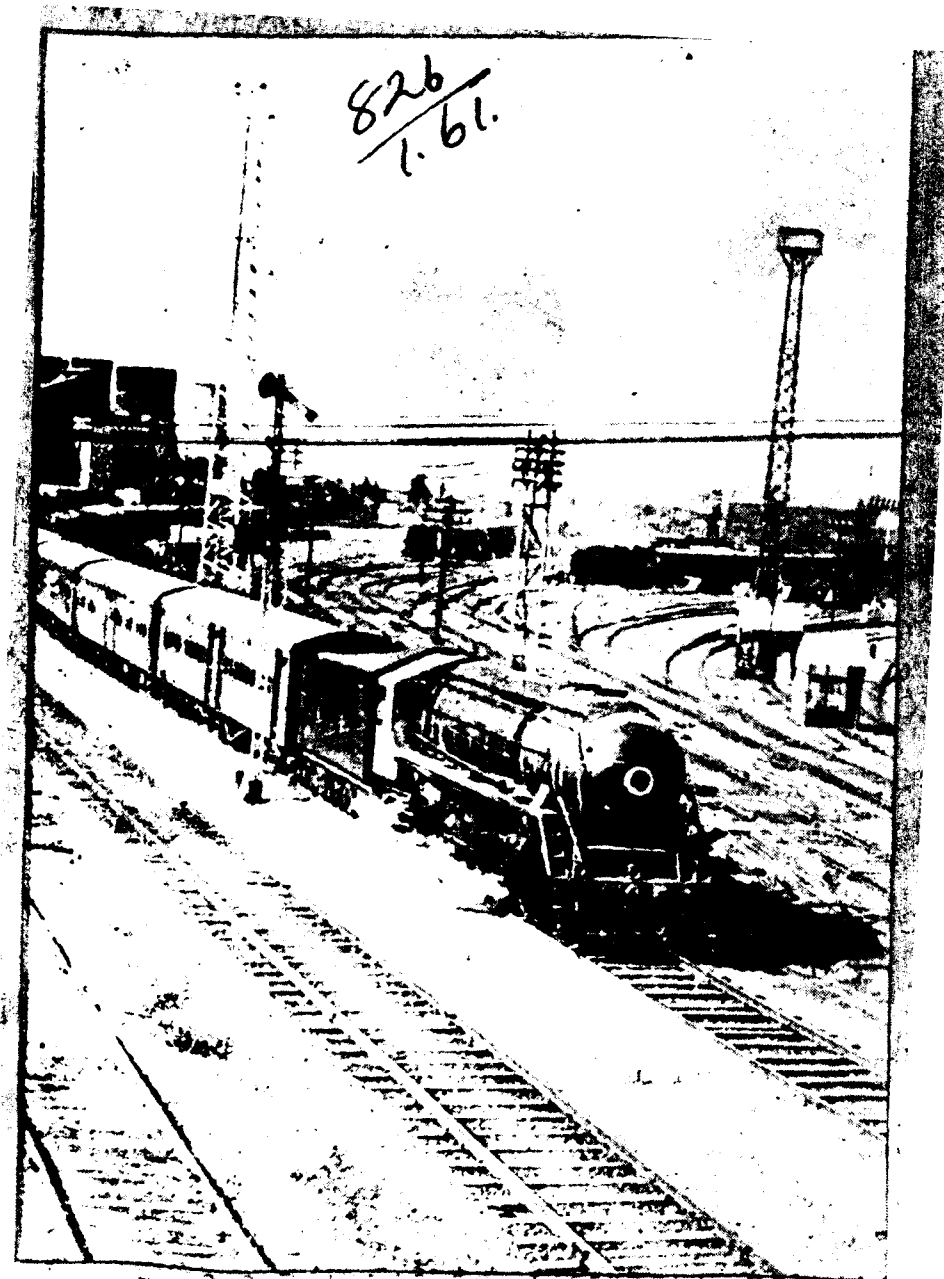
January, 1961

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Southrailnews

VOL. VII

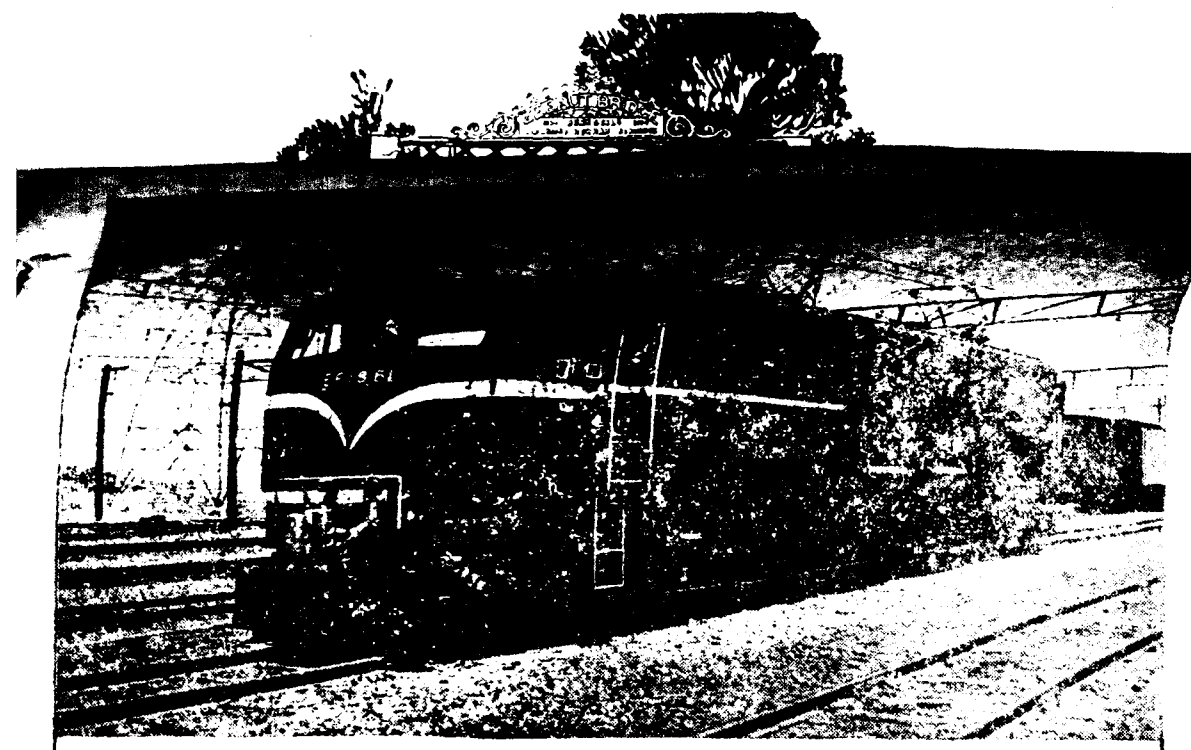
JANUARY 1961

No. 10

PHOTO, SHORT STORY AND COVER DESIGN COMPETITIONS



To encourage talent amongst the Southern Railway staff in the field of story writing, photography, commercial art, etc., it is proposed to hold competitions, open only to serving Southern Railway employees. Full particulars about the competitions with detailed rules and regulations can be obtained by the staff desiring to compete in the Competitions, from the Editor, "Southrailnews", 18-A, Mount Road, Madras-2, on sending a self-addressed and stamped (15 naye paise) cover.



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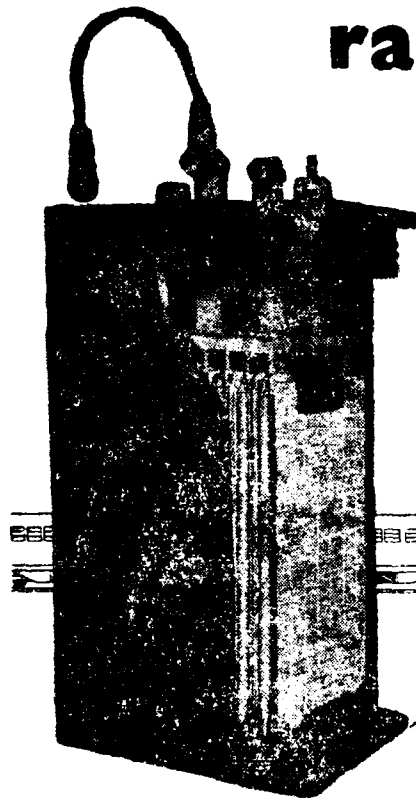
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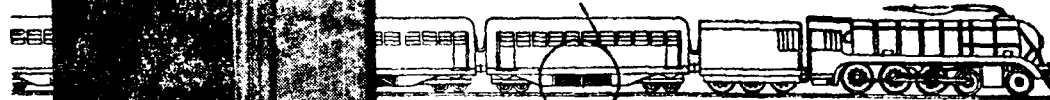
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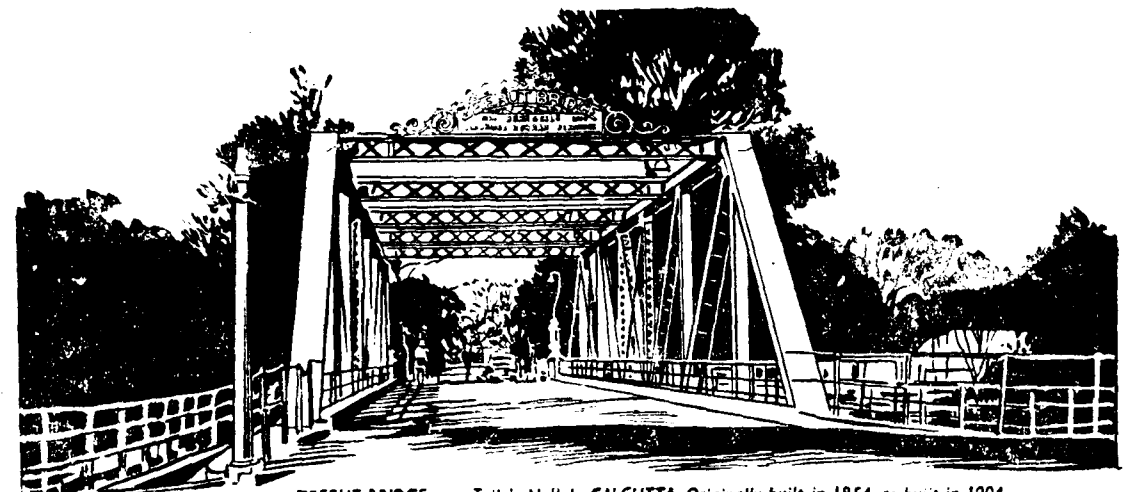
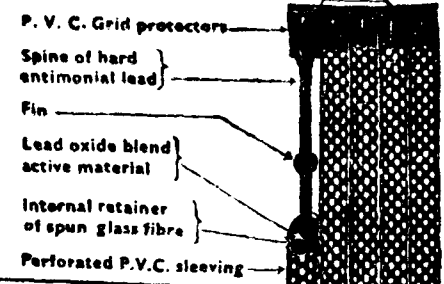
Cross section of the 'Standard' RPg Battery. It is compact and yields ample capacity



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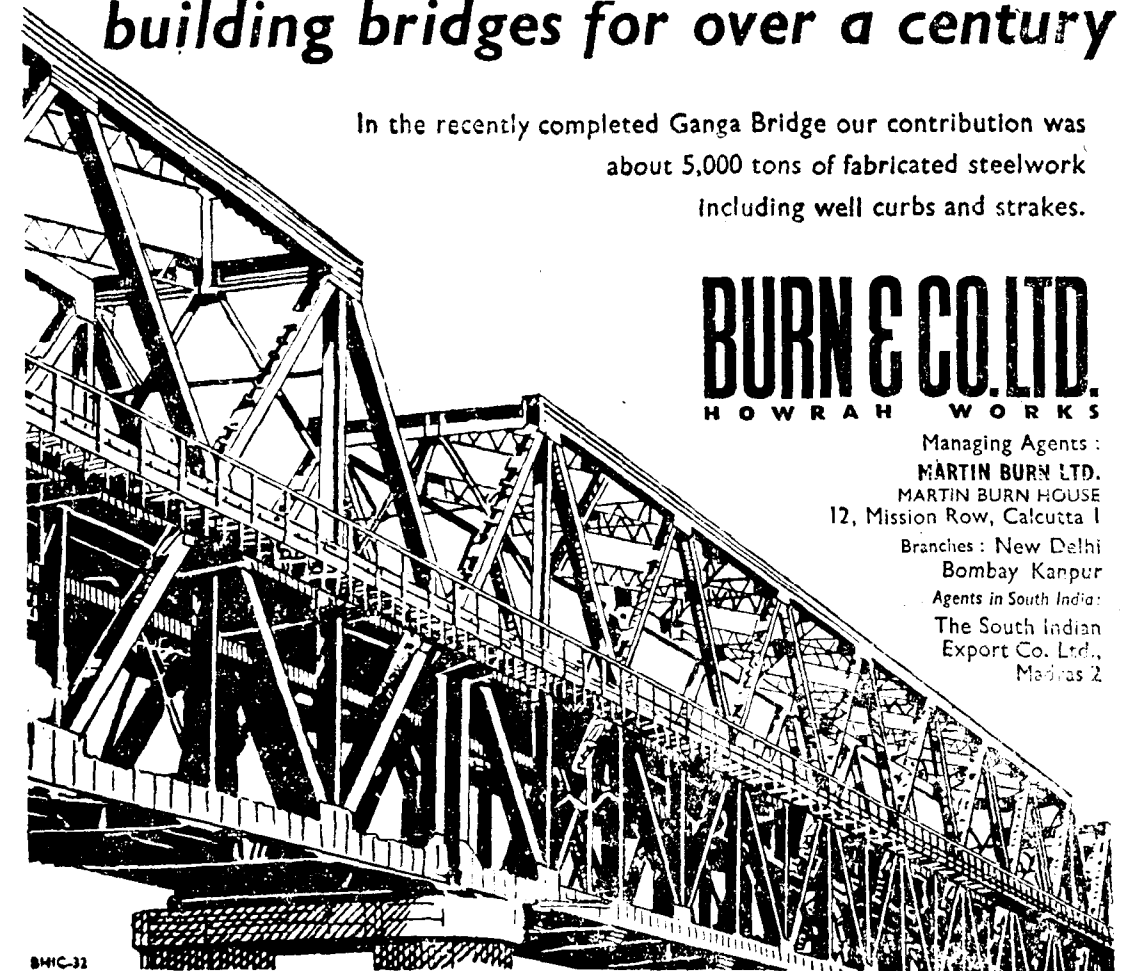
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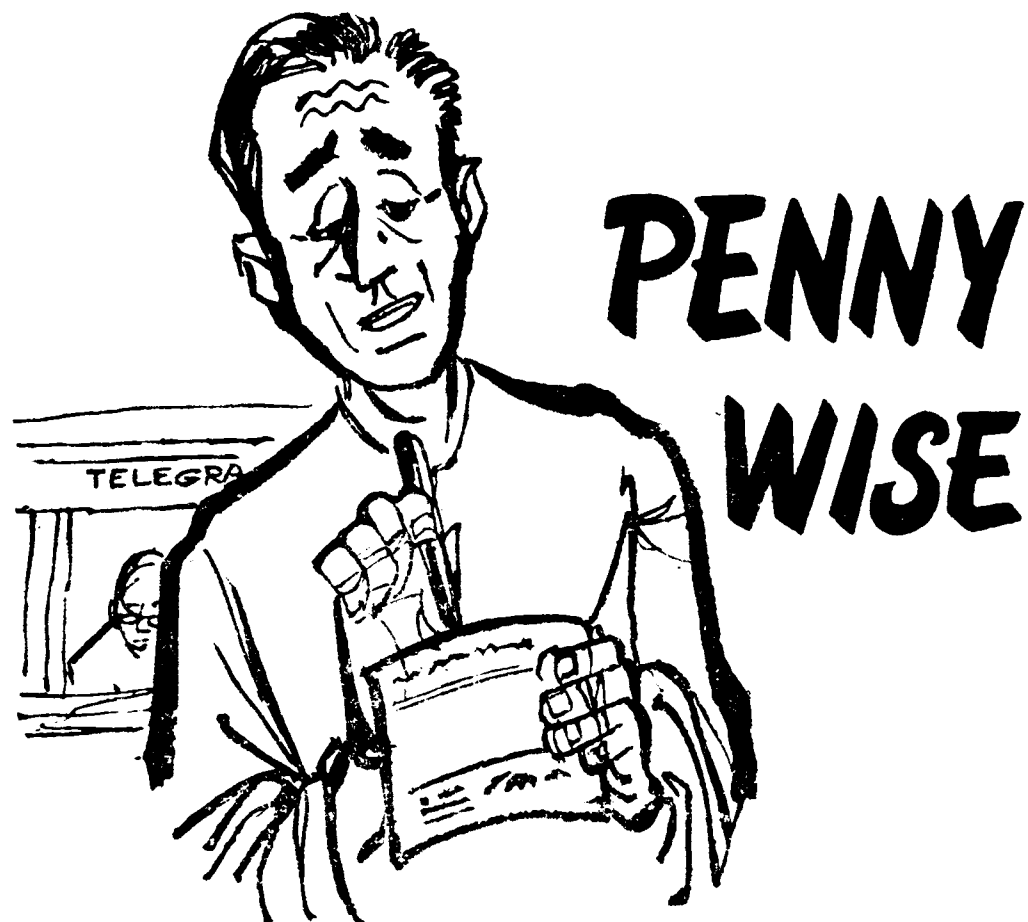
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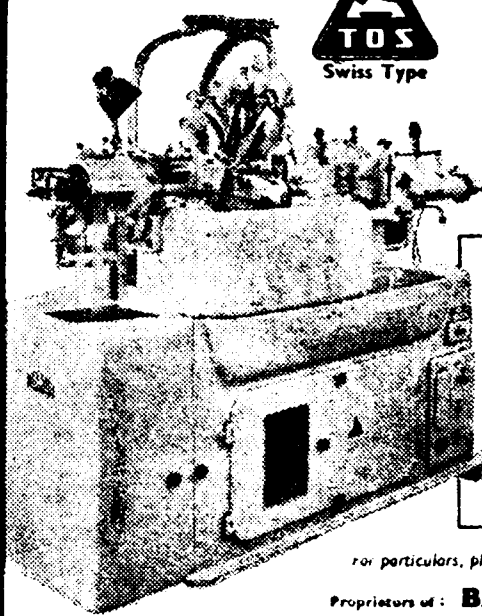
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SOUTHRAILNEWS

(Published by the Southern Railway)

VOL. VII

EDITORIAL NOTICE

No. 10

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

"Southrailnews" 18A, Mount Road, Madras-2

SOUTHERN RAILWAY

TENDER NOTICE

**Tender No. S. 289/38 (Misc) 61—Sale of condemned
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Sealed tenders for the purchase and removal of condemned and scrap materials such as Machines; Lathes, steel scrap tools, Ford Motor Lorry; Turn Table; Batteries; Oxidised borings and turnings; D. C. ceiling fans; Wrought Iron girders; 'Trianco' hollow cement concrete block making machine with one set of Morris Gravity Roller Conveyor, etc., from Engineering Workshops, Arkonam; Stores Depot situated within the Workshops, Golden Rock; General Stores Depots at Perambur, Hubli and Mysore; Engineering Stores Depot, Golden Rock and R.C.C. Depot, Golden Rock, will be received by the Controller of Stores, Southern Railway, Ayanavaram, Madras-23, before 3-00 p.m. on 3rd February 1961 and opened at 11-00 a.m. on 4th February 1961.

The prescribed form of tender is obtainable on payment of Rs. 5 per copy in cash or by M.O. Remittance by any other means will not be accepted.

Tender Forms will not be issued after 3-00 p.m. on 31st January 1961.

Controller of Stores.

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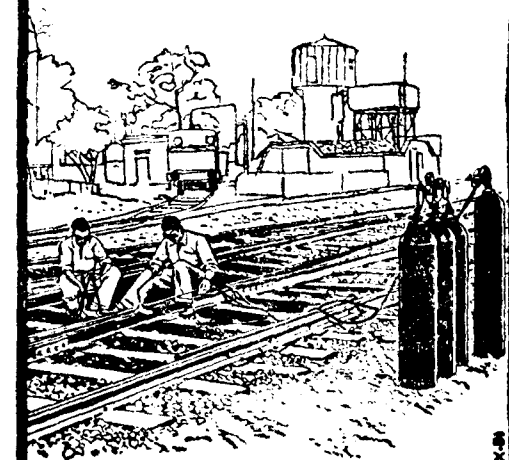
Cover: Madras Central Yard View showing Basin Bridge side.

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Bangalore City—Wadi Bunder (via Ghorpuri)	...	5
Cochin Hr. Terminus—Mangalore...	...	4
Bangalore City—Shalimar (via Madras)	...	11
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Bodinayakanur—New Delhi (via Madras Egmore and Salt Cotaurs)	...	13
Coimbatore Junction—Wadi Bunder	...	9
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Salem Junction—Wadi Bunder	...	8
Cochin Hr. Terminus—Wadi Bunder	...	10
Cochin Hr. Terminus—New Delhi (via Madras)	...	13
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For full particulars of frequency of service and the target time of transit as well as timings of the services, please see the current Time Table of the Southern Railway.

SOUTHERAILNEWS

(Published by the Southern Railway)

VOL. VII

JANUARY 1961

No. 10

RAILWAYS AS COMMON CARRIERS

A common carrier is a person who undertakes for hire to transport from a place within the realm to a place within or without the realm, all or certain of goods for all persons who think fit to employ him. Whether or not, a man is a common carrier, is a question of fact in each case and depends upon what is called 'profession'.

If a carrier within the limits of his profession is willing to accept goods from all persons who desire to employ him, he is in law a common carrier; if not, then he is a private carrier. The best test then for deciding to which class a carrier belongs is to ask the question while inviting all and sundry to employ him; if he reserves to himself the right of accepting or rejecting the offers, then he is not a common carrier but a private carrier.

When the Railway assumes responsibility of a common carrier it is bound to accept and carry goods for any person who offers them for carriage at any point upon its route subject to the goods being tendered at a reasonable time. For a package known containing Jewellery, it will be reasonable to charge at a higher rate than for woollen goods and so on.

The Railway may refuse, if there is no room.

A carrier being normally a Bailee for reward is liable for any damage done to goods in transit by reason of his negligence but for a damage done through other causes, he is not responsible. So long as the carrier and his servants take reasonable care of the goods, they are performing their full duty and they are not liable for damage unless caused by the negligence.

At the end of the transit, the consignee refuses to accept the goods or asks for them to be stores for a time, the carrier is no longer acting as such but only as a warehouse man. Accordingly, he is under the ordinary liability of the Bailee for reward and he is liable for negligence only. In like manner, the Railway is liable for negligence when a passenger puts his luggage into a Cloak-room before the beginning or after the end of his journey.

Although the liability of a common carrier is in general terms an absolute one, there have always been certain excuses which he is allowed to plead and they are few in number

and mostly limited in extent, still there are some protections to him and may be divided into the following heads:—

1. Exceptions allowed by common law;
2. Exceptions allowed by special agreement;
3. Exceptions allowed by statute.

Occurrences like a violent hurricane which is an act of God will excuse the common carrier. *Consignor's negligence*: i.e., that the damage to the goods so caused by the fault of the consignor the carrier still can escape liability. Then inherent vice, Goods handed over to the carrier which by their nature are liable to deteriorate without any human intervention. Perishable goods such as vegetables, eggs and fruits will rot or decay. In such cases, the common carrier can escape liability, if he proves that the loss or damage was caused by the inherent vice of the thing itself. Therefore, a common carrier must pay damages to the owner of the goods carried which are lost or damaged during transit. However, the loss or injury was caused unless the carrier can show that the loss or injury occurred due to an act of God or King's enemies or consignor's negligence or inherent vice.

The carriers may take every opportunity of making special contracts whenever they could persuade the consignors to do so, for, of course, it takes two to make a contract and unless both parties consent and are

in full agreement there is no binding and enforceable contract.

Excepted articles are listed to limit the liability of the Railway which is allowed by statutory enactment to avoid having to accept additional liability. The object of the same is to provide an adequate remedy for the great hardship upon carriers of being compelled to accept parcels of valuables in ignorance of their contents; carriers were either given due warning of the value or else relieved of all liability.

But the liability of a common carrier is not so limited. He is under a much higher standard of responsibility for he is absolutely answerable for all damage to the goods during carriage though he has taken every possible care and the damage in no way arises from his fault or neglect. Thus if the goods are destroyed by fire or by the negligence of a third person for whom he is not legally responsible and over whom he has no control or if he is robbed of the goods by violence, he must compensate the owner. It is a common carrier's duty to carry safely. If he fails in this duty, he must pay proper damages even if he is in no way to blame for the loss and the owner can sue and recover from him without providing any negligence at all.

It will thus be clear that Railways who are now Bailees will have to undertake greater responsibility by assuming the liabilities of a common carrier as distinct from those of a Bailee which they have been hitherto discharging in India.

Mr. Vance Brand, Managing Director of the U. S. Development Loan Fund (Left) signs a loan agreement as Mr. Mervarji Desai, Finance Minister (Center) and Mr. L. K. Jha, Secretary, Ministry of Finance, Watch



MORE ABOUT T.C.M.

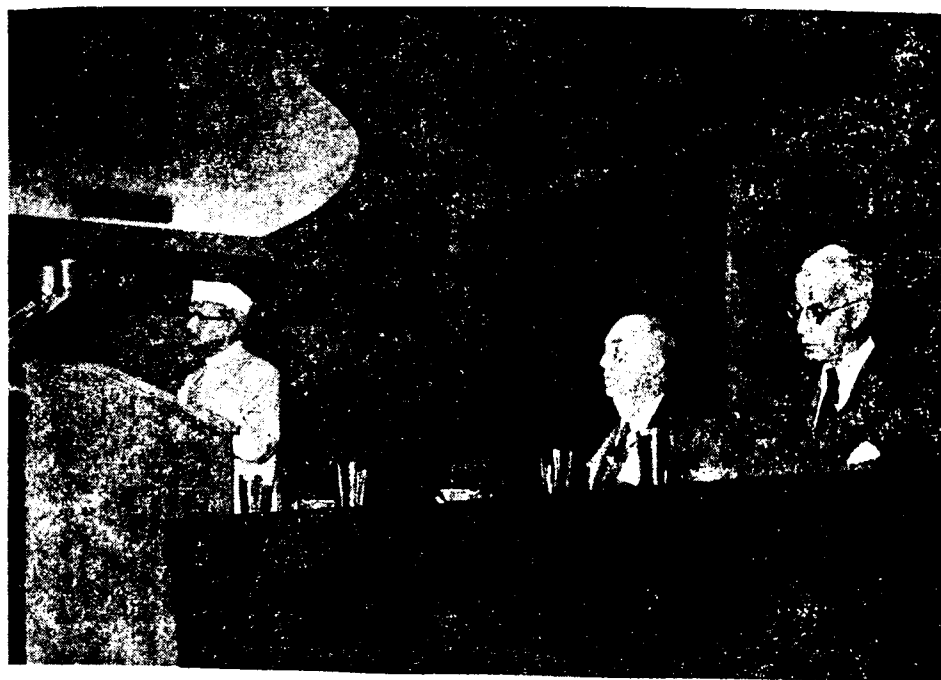
On 14-12-1960, the Governments of India and the United States signed agreements covering loans to India totalling 114 million dollars (Rs. 54 crores) through the U.S. Development Loan Fund.

The agreements concern loans for an extension to the Kanpur Thermal Power Plant, the Barapani Hydro Electric project in Assam, import of capital equipment for private industries, import of steel and for the Indian Railways. The Railways' share will be 25 million sterling.

This is an impressive amount, but cold statistics have a tendency to obscure the deeper meaning of this latest example of Indo-American economic co-operation. The amount will be utilized by India to produce more electricity, to buy fast and powerful diesel and electric locomotives and automatic railway signalling equipments, to import machines for her fast expanding industries, and to obtain special types of steel.

It means more jobs, faster transportation, the manufacture of new products and the utilization of idle industrial capacity now unused because of lack of spare parts and raw materials.

So far the U.S. Development Loan Fund has approved 23 loans to India totalling 422 million dollars (Rs. 201 crores). A big slice of this amount has been allotted to the Indian Railways, which are being modernised. Another segment of the Indian economy which has received considerable aid from the U.S. Development Loan Fund is electric power generation. Large DLF credits have been made available for the import of steel capital equipment and to institutions such as the Industrial Finance Corporation and the National Small Industries Corporation which help businessmen big and small. The Trombay Fertilizer Factory, one of the biggest in Asia, is a prominent client of the Development Loan Fund.



Mr. Lal Bahadur Shastri (Left) addressing the Annual Conference of the U. S. Technical Co-operation Mission in New Delhi

As expressed by Shri Lal Bahadur Shastri, Union Minister for Commerce & Industry, the progressive thinking in the United States of America, especially their love for freedom, has had a silent impact on the minds of our people during pre-independence days. Since the achievement of independence the United States has lent its active support to the development of our country and this loan is a clear indication of the same.

Mr. Vance Brand, Managing Director of the Development Loan Fund, spent nearly two weeks in India discussing with ministers, other officials and businessmen the various aspects of making co-operation between this country and his organization more fruitful.

Loans from the Development Loan Fund have proved of the greatest value to us because we are not obliged to make repayments in hard currency. We, in fact, repay (these) loans in our currency and the sums on repayment, are not transferred back to the United States either in cash or in goods but are kept within the country to be used in such manner as is mutually

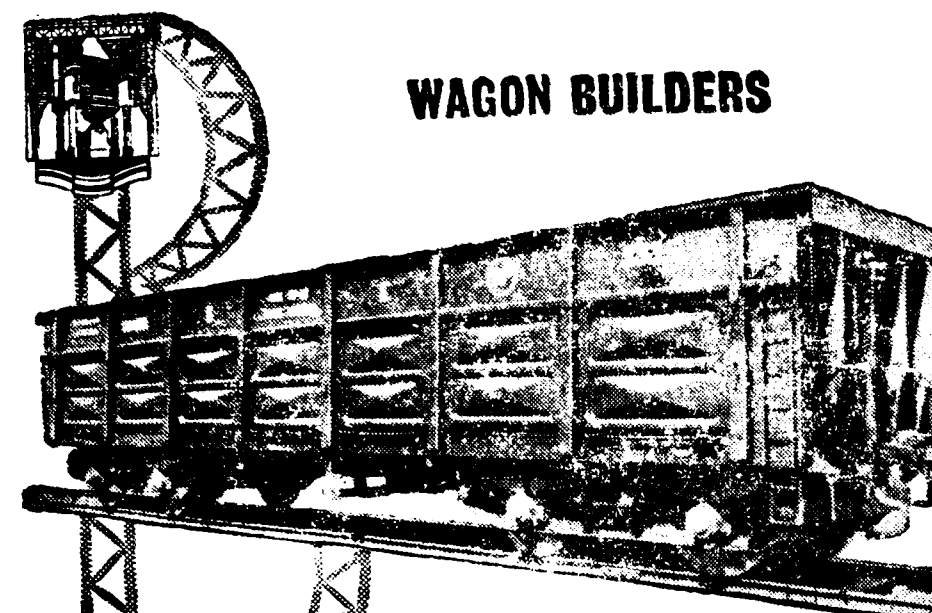
agreed upon. At New Delhi on December 13, 1961, the United States Government announced an authorisation by the U.S. Export-Import-Bank of a \$50 million (Rs 24 crores) credit to the Government of India for utilisation during the Third Five-Year Plan. The latest U.S. Export-Import-Bank loan brings the total of U.S. aid to India, \$3,740 million (Rs. 1,780 crores).

A time and labour saving process, involving the bulk carriage of foodgrains from ship-holds to silo bins, was witnessed at a demonstration recently held at Hapur. Photo shows the numbered and marked wooden planks being removed one by one as the grain drains out of the wagon.



Railway Minister, Shri Jagjivan Ram, is seen delivering the presidential speech at the meeting of the National Railway Users' Consultative Council, held at New Delhi on December 16, 1960

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OBSERVERS DIGEST

IN THE

POLITICAL QUARTERLY—October-December 1960

INDIA REVISITED WILLIAM A. ROBSON REMARKS AS UNDER :

THERE can be no doubt that the standard of living has risen somewhat since 1951. Today the peasants are eating more and better food, clad better, health is improving. In the towns, most of the people appear to be better off.

National income shows an increase of nearly 10 per cent in the average income per head.

The chief cause of the trouble in Industry and social services no less than on the food supply front is the large and rapidly rising population.

Great progress also has been made in the industrial front.

Despite many signs of advance which I have observed in India in industry and trade, education and health, transport and building and in many other direction. "Public opinion is far more critical of Government, both Union and States. A critical outlook is certainly desirable in a democracy but the articulate.

The Indian today is exclusively critical. He seems to be aware only of the shortcomings of the regime and lacks a sense of proportion which could help him to see these defects in relation to the progress which has been made." In consequence, there is more scepticism and pessimism than is healthy in a country which needs faith in its future on the part of the citizens and conviction in their own abilities to

overcome the difficulties which face them.

1953-54 National income 10,030.

1958-59 National income 11,570.

1953 Income p.h. 268.7.

1958-59 Income p.h. 290.

Increase of 10% in an income per head.

The State constructs streets, railroads, ports, fortresses, schools, court houses, museums, libraries, warships, it sets up postal, telegraph and telephone systems. These are examples of fixed or investment capital. In addition, the state needs circulating capital for the payment of salaries and wages, interest, amortization charges against fixed capital, for ordinary repairs, treasury expense, heat, light, publications, and so on.

As for National income, the resources or funds which the state raises or procures for itself in order to meet its needs are termed as "revenues." The needs of the state, it may be mentioned, are the collective needs of the people and has no wants of its own. Since the needs of the people have of necessity to be recorded in relation to a unit of time and accounts too have to be kept for particular periods of time the governments have to embark upon the task of

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INDIA REVISITED

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raising the necessary resources periodically.

2. SOURCES OF PUBLIC INCOME

The income of the state accrues from various directions. Its main sources are :

The contributory unit of time for which the budget of the government is made up is a year, although public revenue or public income, as the revenues of the state are designated, consists broadly speaking, of all "incomings" or "receipts." But this is a wide definition of public income. Very often public income is defined in a narrow sense and is taken to include only such "receipts" as are coincidental with the ordinary conception of revenue, i.e., "incomings" which are of a regular and recurring nature. In its broad sense, on the other hand, public income would include extraordinary receipts as well, i.e., such elements as "receipts" from public borrowings and from the sale of public assets, such as war stores, and paper money newly printed and delivered from the public printing press. Although the context in which the term "public income" is used in practice is generally a sufficient indication of whether the term is used in a broad or in a narrow sense yet confusion could be avoided "public receipts" and "public revenue" to denote public income in its broad and narrow sense respectively. Alternately a distinction, which has become a customary feature of budgetary practice in India and some other countries, could be made between revenue and capital receipts of the Government, i.e., receipts which are of a recurring and non-recurring nature respectively. Thus in its broad sense public income would be inclusive of both revenue and capital receipts while in its narrow sense it would refer to revenue receipts only.

(a) *Taxation* : Taxation is by far the most important source of the income of modern governments. A tax is a compulsory levy imposed for the general purposes of government without any co-relation between the payment made and the benefit received. As Professor Tanssig has said, "the essence of a tax, as distinguished from other charges by Governments, is the absence of a direct "quid pro quo" between the tax-payer and the public authority." The government does not render any specific services to the tax-payers in lieu of the taxes paid by them. The end of taxation is the benefit of the society and not of any particular individual and it is compulsory that the individual should contribute towards this end. A childless millionaire cannot, for instance, refuse to pay taxes which may be utilised for the support of public schools on the ground that he had no children to benefit by the facilities of school education.

Taxes are of two kinds, direct and indirect. A direct tax is one whose impact and incidence are on the same person, that is, its burden rest on the person who pays it in the first instance. An indirect tax, on the other hand, is one whose impact and incidence are on different persons: i.e., whose burden can be shifted. Taxes on income and property are well-known examples of direct taxes. Examples of indirect taxes are excise duties, sales taxes, etc.

January 1961

Betterment levies in the form of share in the unearned increments of land values as a result of irrigation schemes have been levied at various times in the past in India and some other countries. In Mysore state they have been in vogue from as far back as 1888. Recently the Planning Commission have recommended the imposition of betterment levies for covering a part of the cost of irrigation projects included in India's First Five-Year Plan. They have suggested that betterment levies could be recovered as lumpsum or could be spread over a number of years or could even take the form of surrender of a part of the land by the landlords to the Government at preproject rates.

(f) *Voluntary gifts* :— Individual philanthropists may sometimes make gifts to government for specific purposes, e.g., founding an educational institution or a charity. Gifts from friendly nations and governments, both in cash and in kind, would also fall under this head. The foreign aid being received by India and other countries under the Colombo Plan and United States technical assistance to India are typical and up-to-date examples of voluntary gifts from foreign governments.

CLASSIFICATION OF PUBLIC INCOME

In the present day fiscal literature, several writers have attempted a classification of the different sources of public income. While each one of these classifications serves to throw light on some aspects of the nature of the different sources of public income none of these could be regarded as sufficiently comprehensive or satis-

factory on all counts and have limited practical utility.

Prof. Seligman has also advanced a three-fold classification of public income based upon the "motivity" of the different sources of revenues. His classification is as follows :—

(i) "Gratuitous revenue" i.e., gifts from private individuals and governments.

(ii) "Contractual revenue", i.e., the income derived from "prices."

(iii) "Compulsory revenue", i.e., the income derived from fiscal measures like taxes, fees, assessments, etc.

But perhaps a simple and clear-cut method of classifying public income will be to divide it into two main divisions, namely, "tax revenue" and "non-tax revenue". While the former will include only receipts from different taxes, the latter category will embrace all other items of public income such as prices, fees, fines, gifts, etc. Such a classification will have distinct practical advantages firstly because taxation forms a predominantly large part of the total income of modern governments, and it should be useful to distinguish it from other less important sources; and secondly because this distinction is now frequently employed in practice and the income of most governments can be conveniently grouped under these two heads.

In India, which has a federal system of government the revenues of the central and state governments form, about 7 to 7½% per cent of the total national income. The annual revenues of the Central Government alone are of the order of 4½ per cent of the total national income. Figures for the central governments of some other

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INDIA REVISITED

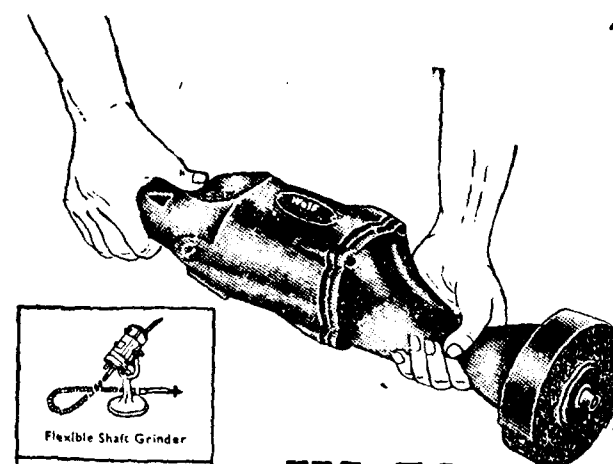
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countries with a federal system of governments are :

U.S.A.	24 per cent
Australia	30 "
Canada	24 "

The fundamental determinant of the size of the public income of a country is its national income. But obviously, the state cannot take away the whole of the total national product. It cannot take away more than what is left after the minimum consumption needs of the people have been met. But even this would only set the theoretical upper limit to the size of the public income.

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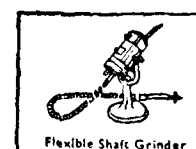
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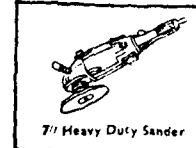
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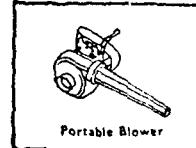
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LEACOCK'S PICTURE OF AN IDEAL COLLEGE

V. T. NEELAKANTAN

IN these days when stress is laid on vocational training, technological and commercial education, medical and engineering studies, Stephen Leacock's conception of an ideal college may not appeal at all to the modern educationalist, statesman and politician. In trying to have a college entirely different from every other college of the present day, he is in utter disagreement with all conventional ideas and accepted notions relating to college education. His views, though fundamentally original, are completely unorthodox and the scheme of studies as propounded by him for his ideal college has no bearing on day-to-day life, which craves for economic well-being.

The vital necessity in Leacock's college is a good, able teaching staff, consisting of disinterested men of learning who live only for their work and who are able to cast a magical spell over the students by their inspiring and learned lectures. A few small buildings set in spacious wooded grounds, studded with a few elm trees and a fairly well-equipped library will do to establish the college. It is not at all necessary to take the trouble to recruit students because they will be eventually attracted to the college by the brilliance of its professors. It is therefore evident that this ideal college should have ideal professors and every endeavour should therefore be made to procure them by any means and at any cost. They should be coaxed, bought or even kidnapped to staff the college. They should be allowed to do their real work,

that is teaching and pursuit of knowledge without let or hindrance. They should not be saddled with uncongenial, useless work such as serving on 'committees' and 'conferences' and attending to affairs of management. They will not be bound by fixed hours of work either in the lecture hall or in the college premises. This is as it should be because the work of the professor is peculiar and few professors even complete their life work. At the best their work is fragmentary for want of time and only their collective individual contributions give the full range of a subject. The merits of the professors should not be judged on the results of passes and failures in the examination or by any other untenable standards.

A college is made famous by its distinguished professors and not by the size of its buildings and glorious athletic records. The professors attract the students by their stature and scholarships and the students bring in the benefactions. Thus the institution is kept alive like a flame in straw. A good college therefore has no need to advertise for students because its very fame will bring in the students. Such a college will stand out, all alone for its greatness. Rich people will roll in, in motor cars, offering donations and seeking admission for their sons, but in vain because the rush will be so great as to make seats unavailable.

The ideal college will be opened to both the rich and the poor students but with this difference that the students, as a result of the good college

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LEACOCK'S PICTURE OF AN IDEAL COLLEGE

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environment, will not be self-conscious of either their wealth or poverty. In fact an equality of freedom and status will prevail in the college.

The studies in the college will be mainly designed to elevate the mind and soul and to inculcate the process of thought. With this end in view no subjects conferring material benefits on the students will be taught. Hence the subjects taught, will be history, literature, philosophy, poetry, thought and speculation (philosophical thinking). The students under the magic spell of their professors will be induced to think deeply and pursue their study of knowledge with zeal and vigour so that in their attempts to get at the ultimate truth, they will be able to repudiate all that is false.

Again, in Leacock's college, Commerce, Economics, Medicine and Engineering have no place. He considers that Commerce is best learnt practically in the commercial houses, and banks while economics is relegated to post-graduate study after the mind is mature. Medicine and Engineering are also best learnt in schools. Medical men may, if they so desire, undergo a polishing course in his college after graduating in medicine to become cultured doctors but the Engineers have no chance at all in his college. They, being matter of fact men, will find his college too dreamy and will quit it quick enough.

In the matter of play and sports, Leacock's college provides for it fully. The students will have full opportunities to play games but only as games and not as a profession. There will be no advertisement of college athletic

activity and there will be no exhibition matches and tournaments.

As the purpose of the ideal college is to devote the full time of the students to the single purpose of learning, all extra-curricular activities which dissipate the time of the students from their real work of study, will be omitted. There will be no student organizations, no committees, no college newspapers and no politics and consequently no necessity at all for student, office-bearers to control and conduct these activities. The hustle and bustle that obtain in other colleges as a result of such extra-curricular activities in sport, politics, college journalism often to the detriment of the main purpose of learning will be totally absent in Leacock's college.

Co-education has no place in Leacock's college. It is considered detrimental to the well-being of the college. College girls are a source of temptation and distraction to the students and professors. They certainly make excellent companions and wives to the college boys and if at all anybody is benefited it is the girl more than the boy. Further susceptible professors may be bagged by the college girls. This will seriously handicap the college in the shape of loss of eminent teaching personnel.

We see thus that the Leacock's ideal of a college is what a modern college stands for minus its extra-curricular activities, minus its time check on the professor's work and attendance in the college. His ideals are too idealistic for adoption in the modern setting when knowledge for the sake of knowledge is the quest of only a select few.

THE STORY OF CENSUS AND INDIA

K. PARTHASARATHY

THE institution of census has its roots deep down into very ancient times. Its existence is evidenced by several passages in the Old Testament. The study of ancient Egyptian and Persian histories reveals a mass of evidence as to the existence of an organized system of census in the political constitutions of the day. In Greece there were enumerations of the citizens for political purposes. In Rome, the census was instituted in the age of the kings and formed an important branch of administration down to the age of the emperors. There are historical records to the effect that Augustus wrote out with his own hand a 'Breviarium totius imperii', containing the number of citizens and allies in arms, the statistics of the fleets and provinces and even the names of the freemen and slaves. The care of Augustus was imitated by his successors. In the ages which followed the fall of the Roman Empire the most remarkable compilations of the nature of a census were the Breviary of Charlemagne and the Domesday Book of William the Conqueror.

In the continent of Europe Spain has some claims to priority in the matter of census. A fairly complete census of the dominions of Castile was recorded as early as 1594. Again there was a general census of Spain in 1787 and in 1797. Then occurred a pause down to the census of 1857. Spain lagged behind the statistical movement which was general in Europe, during the first half of the 19th century. However Spain has the privilege of priority in the sphere of European census.

Next in importance comes Sweden, not because of priority in time but because of some of the advantages of the ecclesiastical records of the country's census which exerted a great influence on its constitutional set-up. Sweden had the advantage of very complete parish registers, recording not only births, deaths and marriages but also the number of persons migrating to or from each parish, and residing in it. By the agency of the clergy these materials were embodied in a census in 1749 and subsequent years, first at intervals of three, subsequently of five years. The results of the early Swedish census were communicated to the scientific world by the celebrated 'Wargentin'. Dr. Price and Milne utilised them constructively. Later Malthus built upon these statistics his great works of political economy.

Statistics has come to seek better expression in national affairs. Burke exclaimed that the French Revolution had initiated an age of statisticians. In France a census was ordered in 1791 and executed in 1801. In 1805 a statistical bureau was found in Prussia. The impulse was followed by other States at different times and with varying pace—some with quinquennial and some with triennial intervals.

The first census in England was taken in 1801. The second census took place in 1811. The history of the census for England and Wales was nearly coincident with that of Scotland down to 1861 when a separate census for Scotland was first taken. The first census in Ireland was

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instituted in 1821. The history of the census in U.S.A. is striking in some respects. The first census law there, was enacted on 1st March 1790 for establishing some basis for the distribution of representatives and direct taxation among the different States. The law has since been so extended that from a mere enumeration the census has become an elaborate description of the social and industrial conditions of the people of the United States.

The essential features of a sound census in modern times include number of the population and rates of increase, density of the population, sexes, marriage or civil conditions, the occupations of the people, etc. These factors seek to determine the dynamics of population, the standard of living, the cost of the growth of population, population and the land system, population and industrialisation.

It falls on the shoulders of economists to study census figures in relation to population, morality and vital statistics, agriculture and fisheries, manufactures, mining and mechanical industries, transportation, taxation and public indebtedness. Great work is ahead of the experts in economics whose duty is it to correct, complete and balance the conflicting situations of the world today. The problem of census today is the problem of the economic and political freedom of a country.

Judged by these factors, the census problem in India is disappointing. The census is taken now every ten

years. In discerning towards what trend, the population problem in India, gravitates, the last few decades are of importance. The census of India taken on 1st March 1941 indicated an increase of population of 14.7 per cent over 1931 and of 39.1 per cent over 1891. The census figure of India for 1951 excluding Kashmir and the part B tribal areas of Assam, is recorded as 358,879,394. Average density falls to 312 per square mile. An increase of 13.4 per cent over 1941 census figure is recorded by the 1951 census. Out of a total population of 3,566 lakhs, 1,044 lakhs (29.3 per cent) are self-supporting; 2,143 lakhs (60.1 per cent) are non-earning dependants; and 37.9 lakhs (10.6 per cent) earning dependents. Of the total population of India 87 per cent reside in rural settlements in the most uneconomic conditions.

India has a birth rate that is probably the highest in the world, a death rate that is almost certainly the highest, and a pressure of population on means of living that cannot be relieved by emigration or further extension of cultivation. There is a deadlock between agriculture and industry—agriculture is unable to develop until the surplus population is absorbed by industry, and industry is unable to develop until the agriculturists are prosperous enough to buy its products. These constitute the essence of our census problem today. "The census has to be treated as an aid in the re-making of a sound nation and not merely as a problem of numbers", as Malthus, the great economist on census remarked.



KATHIRKAMAM

C. D. K. MURTHY

CEYLON is a place that must be visited. It is a country of national beauty with its fertile lands, with its green and lovely hills and extensive tea estates. Prior to the settlement of Sinhalese, this country was called "Lanka". After Sinhalese settlement it was styled "Sinhala Dvipa" from which the present name Ceylon is derived.

After visiting Colombo, Kandy, Nuwara-Eliya, Anuradhapura, Trincomallee the tourist will come to Kathirkamam.

Kathirkamam noted for its religious importance, is about 190 miles from Colombo Fort covered with thickly studded forests and greenish mountains and flashing silvery waterfalls.

The sacred river "Manicka Gangai" flows near this place and through the forests. A dip in its cool and clear water is considered to free one from all sins committed.

There are several stories about the Subramanya temple situated here. Once the head of Asuras by name

Padma Suran (Sura-Padman as called in South India) was doing harmful things like beating the Devas, killing Devas and doing unpleasant things. Hearing the wholehearted prayers of Devas Brahma and Lord Vishnu regretted their inability to help Devas and they asked them to put forth their prayers to Lord Shiva.

Lord Shiva promised to send a man to get rid of the Asuran. That mighty man was Lord Karthikeya, the son of Shiva. He was sent by Shiva with the famous Velanda given by his mother Parvathi. He came to South India and stayed at Tiruchendur from where he sent a messenger asking Padmasura either to relieve the Devas whom he had arrested or to face the battle with him.

Padmasuran was very adamant and he started for the battle. The Velanda of Lord Karthikeya pierced the Padmasura, the personification of evil things and Padmasura fell at the feet of Lord Karthikeya.

He begged that he may be allowed to be the peacock carrier for the Lord

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and the Lord was pleased to accept the same.

After this battle, Karthikeya fell in love with Valli of Hunters Community and he married Valli in this place and it is said that Lord Karthikeya (Subramanya) is living here. People say that Karthikeya Gramam with the passage of time came to be known as Kathirkamam.

It is said that it was after Swami Kalyamagiri that this place attained its importance. There is also a temple for Muthuramalinga near Subramanya temple.

A peculiarity one will notice in this temple is that no idol is kept for worship. It is believed that Lord Subramanya is everywhere and he protects everybody from the evil forces.

There are many screens in the "Garbagraha". The Priests as they call "Kapuramar" are the only persons allowed to go behind the screens, and it is said that one plate inscribed with Mantras is placed in a box is kept behind the Screens. No body knows what is behind these screens and even the aged residents of this place were not able to throw any light in this respect.

One who enters this temple will be enthralled by the environment and feel the unknown power. Sometimes devotees pierce themselves with Velandas their cheeks and tongues and they dance with full joy and comes round the temple without slight pain in their faces. The priests after removing the Vel give Prasadam "sacred ash" to apply on the pierced spots.

The important festivals are celebrated during January, August and November. Of this Adi Vel festival during August is very famous and lasts for 14 days. During the festival days the box will be brought out of the temple and taken on elephant in procession round the temple and the devotees will follow lighting camphor and the chanting "Arohara" can be heard.

It is also worth mentioning here that Ramakrishna Mission have provided a Hostel where devotees get free accommodation and meals.

There are also Buddha Temples for Buddhists and Bana temples of Muslims near Lord Subramanya temple which are also worth visiting.

'Chellakathirkama and Kathinai Malla' are also sacred religious places here.

Manicka Gangai



Bathing time



COLOUR AND TECHNIQUE IN ADVERTISING

K. S.

ADVERTISING—Any paid form of non-personal presentation and promotion of ideas, goods, or services by an identified sponsor. It involves the use of such media as the following: magazine and newspaper space, motion pictures, outdoor posters, signs, sky-writing, direct mail, store signs, novelties, calendars, blotters, radio, cards, car-bus catalogues, directories and references, programme and menus and circulars.

Colours are used in advertising to such an extent that the layman does not appreciate the painstaking thought that has been applied by the artists. One purpose of colour is to catch attention and for this purpose colour has three qualities: Brightness, Contrast and Aesthetic.

Contrast is closely allied to colour brightness. Black on white is one of the oldest combinations of contrasting colours in advertising. Other combinations are used, as blue on yellow, red on green, etc. Little effort is made to combine the colours into a pleasing effect; rather, colours are selected that clash with each other.

With automobiles, light tints of cream, green, blue sell best on the Pacific coast. Deeper colours are wanted in large metropolitan centres and in cooler climates. Whereas over half of all automobiles used to be black, colour has come to the fore with light tints preferred to the once popular deep greens, blues and maroons. The Standard Motor Car with two light colours ivorypale and light green or

ivorypale and light blue have a good market in India.

A gulf brown locomotive engine attract less than green painted engine. Brown coaches attract less than green coaches.

Some markets show a liking for deep tones and grayish ones.

As one agency man said "Friends of colour serve it best when they use it judiciously according to specific needs. Colour has to be mixed, as a famous painter once remarked with brains. No colour in itself is bad but there are poor combinations of colour in merchandise. When used on the right article at the opportune time, any colour may be good.

Colour is of more value in advertising products such as foods and floor coverings than for others such as machinery. Its value also depends upon how it is used. The adaptation of colour to an advertisement increases or decreases the readership, depending upon the way the artist uses colour in the illustration.

Age is an important factor in reaction to colour. Advertising that goes to young people should have pure vibrant colours. As people get older, the pureness of the colour can be decreased by the additional use of more subdued or grayed colours. Also, the more highly educated the person, the more subdued the colours he tends to prefer.

Generally an advertisement having a limited appeal does not become a mass-appeal advertisement through the

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COLOUR AND TECHNIQUE IN ADVERTISING

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addition of colour. But it was also clear immediately that the addition of colour can and does result in substantial and in some cases amazing readership gains.

Colour is not a certain answer to any advertiser's needs. It must be used with discretion, but it can aid in accomplishing the following objectives: (1) increase realism through a more natural portrayal of a product; (2) increase a desired psychological effect, as by the use of red to give warmth; (3) create distinction and (4) promote beauty. In conjunction with these advantages certain extra costs must be considered, as the higher publication rates for colour, high cost of colour plates and the extra fees for art done in colours.

When all the parts of a picture, a setting or a situation are harmoniously arranged, no one part tends to attract attention over the other parts. By shifting one part out of the unity of the whole, that part becomes more noticeable. So, in contrast, the aim is to attract attention by the shapeness of the differences rather than by a pleasant blending of colours.

As for Aesthetic colour it is produced by an arrangement of combinations that result in a pleasing blend. This is the aim of the artist who wants to paint a beautiful picture. He wishes to have the colours blend into a unified whole that expresses an idea. He does not use one colour merely to attract attention to itself by its brightness, nor any colours chosen to clash with others just for the sake of attracting attention. Rather, all the colours and other factors are combined into an integrated whole. The use of

colours for brightness or contrast values as such, is a mechanical device that attracts but does not hold attention. Beauty of colour holds our attention. Some of our present-day advertisements are sufficiently beautiful to merit hanging in our art galleries. One reason why few advertisements have pleasing combinations of colours is the expense of printing the extra six or more colours that are necessary to obtain a truly aesthetic effect.

From a study of several magazines it has been noted, that on the average, two-colour advertisements cost about 17% more than black and white, while four-colour advertisements are approximately 44% more expensive. The substantial added expense of colour emphasises the importance of considering cost when studying the relative effectiveness of black and white and colour advertisements.

One who is an Advertisement-in-charge of a Firm or Government has to bear in mind that under the pressure of competition and expanded opportunity today, he has to select types of media so as to accomplish advertisement objectives. The special opportunities offered by Radio, Magazine, Newspapers, etc., the inherent disadvantages, selection posters coverage of prospects, circulation length of message, necessity for repetition, timing, impact, prestige, etc., have to be borne in mind. How to buy and use outdoor advantages of different types of posters, painted boards, wall paintings. Necessity for simplicity good design, etc., have also to be borne in mind. When to use the long and short copy, importance.

(Continued on page 53)

A COMEDY OF AYAHS

V. T. NEELAKANTAN

LAL Chindi was an ayah of the vastest dimensions and the minutest morals. She had been engaged by Mrs. Slater-Lyons, a lady whose husband had been transferred from soap-travelling to the Colaba Cavalry, having gained a war-time commission. Her great theme in life was to be respectable and highly select. Lal Chindi was to wheel the son and heir, aged two weeks, twice daily to "Howa Kana Koo" (eat the air) up and down the select of places—Cuffe Parade, Bombay.

Those who are accustomed to Indian ayahs will at once come to the conclusion that this dearly-loved infant at the air of the nearest sewer gralings. The ayah, seating herself among other ayahs, would discuss various affairs, such as her master's and mistress' doings, other servants and, of course, "Paiza" (money).

On the arrival of the ayah, Mrs. Slater-Lyons send for her first born in order to introduce him to various acquaintances. Of course, these ladies were all of the select military circle.

* * * *

They greeted with the offspring of the chorus: "Isn't it sweet! How like his father! No, I think it's more like its mother". Then Mrs. Slater-Lyons broke in: "Just fancy, my dears, that awful Mrs. Lockbarte-Cabin—You know her husband's trade—had a baby girl on the same day as myself. Ayah says "it's hideous, so gross-looking, just like its father! Nowhere have you seen a more hand-

some baby than this!" Choms of "The Darling!" "The Dear!" as the mother handed the noble child back to the ayah.

Lal Chindi having an illicit affair going on at the back in the servants quarters popped "the little darling", "the little dear" into its cot and left it.

Next morning punctually at 9-30 A.M. Lal Chindi proceeded to bathe the most handsome child in the world, when she discovered that she was holding the "gross infant" of Mrs. Lackharte-Cabin—a girl!

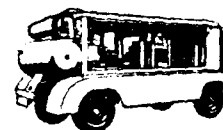
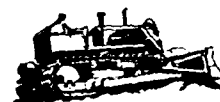
"Oh, Hudah, baby budhlee ho giya" (Oh God, the baby has been changed!) Wrapping the child in a blanket, she flew along to the bungalow containing her rival, the much-hated Goanese ayah, only to discover that the whole family had left that morning for Poona by the Deccan Queen. Seating herself on the doorsteps and holding the baby heavenwards, she wailed:

"Allah, ali Kya Kurrigha. Mem-sahib amara jan Laiga" (God what shall I do now. Mem-sahib will take my life!). Then she said determinedly: "Um, Mulooch Jatha (I am going to my country)." She took the baby back again, finished its ablutions, dressed it, placed it on its cot, and ambled on her mistress.

"Memsahib, Memsahib, my father is dead. I am going to my country." Without another word, she hastily departed, leaving Mrs. Slater-Lyons the unconscious owner of the gross offspring of Mrs. Lockbarte-Cabin.

* * * *

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January 1961

Rs. 100 crores yet keeping them lower than what was charged by road carriers.

Construction of new and uneconomic branch lines charging low fares for suburban passengers or other public services obligations which are important bearing on the Railway contribution to the public exchequer. We must compare like with like. It is acknowledged by Road authorities that the charges by rail for goods as well as passengers is lower than the road transport but still due to door to door service the road transport scores over the railways in certain matters. In the case of costly material like Dalda and Biscuits road transport is able to quote rates and carry them though it is not possible for road transport to convey the heavy minerals and bulky goods at the low rates charged by railways especially over long distance.

Inter alia, a flying passenger car that would travel as fast as an airplane over a rail it never touches may some day be used instead of conventional railroad cars or buses. In flight, the car would be stabilized and guided by the rail. Flight can be maintained by air forced from the bottom of the vehicle by a 200 horse-power piston engine. The car which has no conventional wheels, axles, brakes, clutches or transmission, can be built in various sizes and shapes and will support a 200 pound load. A large four-passenger Curtiss-Weight Air-Car built on the same principle, is being produced in the United States of America on order.

This is all a pious wish so far as present day Indian conditions are concerned where co-ordination of all existing means of transport is the best solution.

A Comedy of Ayahs

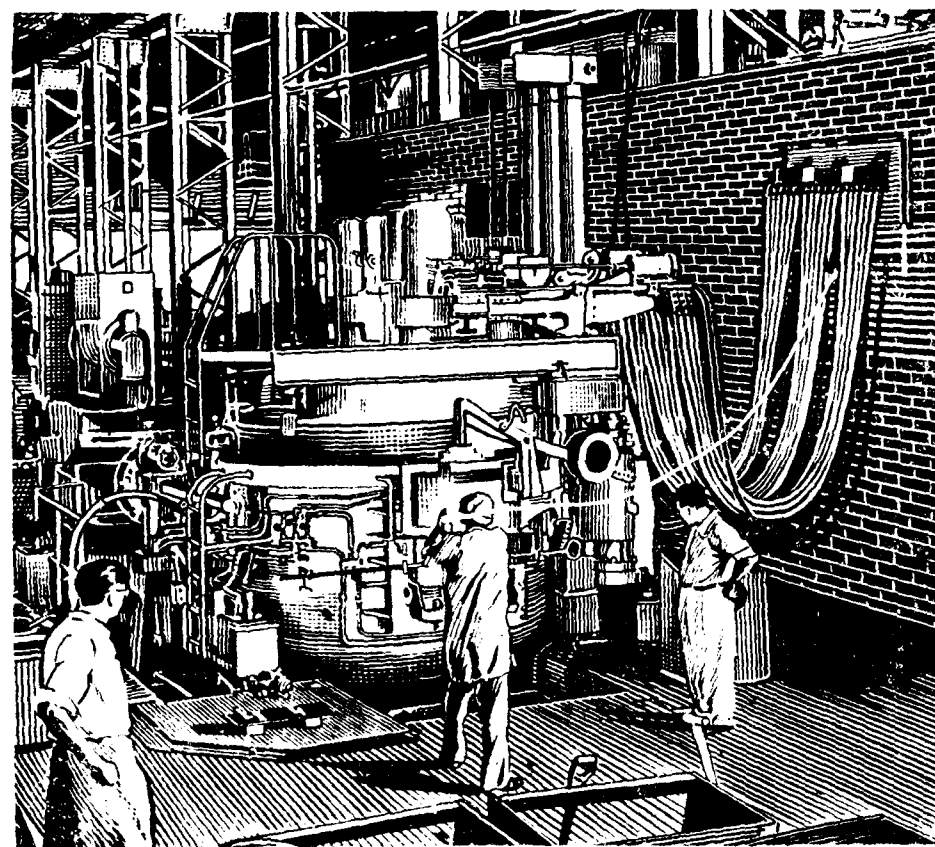
(Continued from page 28)

On her boy being handed back to her, Mrs. Slater-Lyons said fearfully, "To think that I wasted so much time over someone else's brat".

"Good Gracious!" retorted Mrs. Lockharte-Cabin. "I realised the mis-

take at once. I should know my baby any where. She is so distinguished looking!"

"Oh well," exclaimed Mr. Lockharte-Cabin cheerfully "All's well that ends well. Peace and Goodwill. Render thanks to God Almighty. All good gifts around us are sent from Heaven above. Then, thank the Lord. Oh! Thank the Lord".



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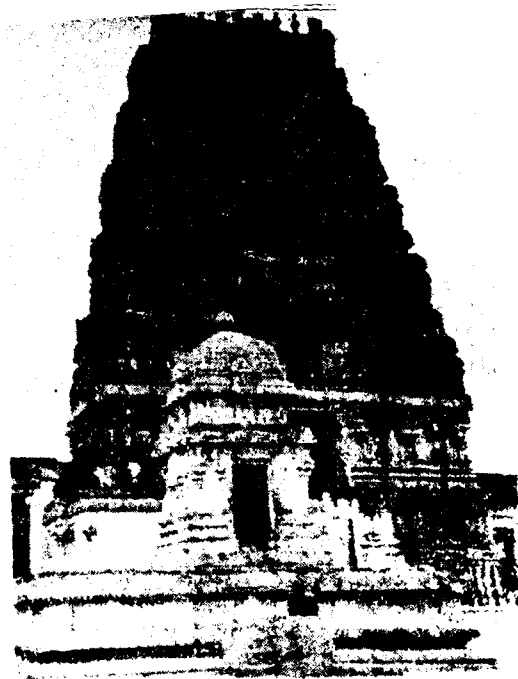


THE INDIAN IRON & STEEL COMPANY LTD.

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SALES OFFICE: 12, MISSION ROW, CALCUTTA 1

MANAGING AGENTS: **MARTIN BURN LTD.**

MARTIN BURN HOUSE, 12, MISSION ROW, CALCUTTA 1 BRANCHES: NEW DELHI BOMBAY KANPUR



THE SREE KAILASANATHER TEMPLE

A REPOSITORY OF SCULPTURE

GEO P. V. MILLER

ANY reference to Salem recalls to mind only the important Railway Junction—broad and metre lines—it is, the Metur Dam, the mangoes for which the place is noted, the magnesite mines and now the availability of iron ore and bauxite available there. Rarely, it is likely, people would give a thought to the Sree Kailasanather Temple—a repository of sculpture—Salem possesses.

At Taramangalam, about 16 miles from Salem Town, stands a temple dedicated to Sree Kailasanather. Though perhaps very little known, this temple treasures within it some sculpture of exquisite elegance which is of great interest to all art lovers.

Though in possession of a rich collection of sculpture, it is a regret-

table spectacle to see lie in front of the main Gopura of the temple several beautifully designed and sculptured single stone pillars forsaken, half buried and used "dust bins." The passage of time and weathering have in no way spoiled the superb workmanship of these beautiful but discarded pillars. They are still works of art to be admired.

In one's admiration of them one is unable to say whether these pillars are "rejects" of the original carvings or are the remnants of a Mantapam that once stood on the spot.

Enquiries, however, reveal that these pillars were intended for a Mantapam for this temple, but for lack of funds the sculptured pillars were never used. It was also said

that they lay there for over a century and many lay deeply buried in the ground.

Whether the story is true or otherwise, it well behoves the Archaeological Department not only to investigate but excavate that portion and see that these pillars of outstanding sculptural beauty, even if "rejects", are preserved as antiques instead of being allowed to decay.

THE TEMPLE

The single Gopuram of this temple standing in majestic form and ornamented with images, etc., depicting scenes and incidents in puranic stories, makes it dignified and gives the edifice a sense of proportion not found elsewhere. This Gopuram, it is said, was so constructed that in two days of the year—in Masi (February)—the rays of the setting sun fall directly on the God (Lingam) inside the temple.

Immediately on entering the temple one's attention is drawn to the stone carvings of fishes, tigers, and arrows on the ceiling. These are said to represent the Court of Arms of Getti Mudali, in whose time, about a thousand years ago, this temple was built.

In the outer Prakaram there are several intricately and magnificently sculptured pillars made of single stones depicting horses with riders and lions. A noteworthy feature of the sculptured lions is that within their open mouths are round smooth rotating balls which cannot be taken out. It is a display of painstaking, marvellous and laborious craftsmanship.



These sculptured pillars are a prelude to the still more wonderful and magnificently sculptured stone pillars, images and ceiling within the temple.

Before entering the inner temple, there is on the left hand side of the Prakaram a Vinayagar Temple built only of nine stones, one of which is an artistically designed Gopuram.

INTERIOR

The interior of the temple has a superb collection of stone images depicting a particular story in the Purana. In addition there are artistically designed sculptured one stone pillars which vie with those outside in craftsmanship and design.

The square ceiling near the Garbhagraham is an ingenious piece of filigree sculpture. It comprises human figures animals and ducks neatly inter-woven with stone chains in the four corners. The centre piece contains a prettily designed sculptured projection centred with a rotating ball. This entire square is bordered with stone rosettes.

IMAGES

The following are the images within. Each one of them is a masterly production and bring out to perfection not only the contour of the body but the facial expression of moods.

Rishipathni; Parvathi (wife of God Siva); Bhikshatanamoorthy God Siva starting out with a begging bowl; Mohini, Mahavishnu in the guise of a beautiful woman; Valmiki and Pathanjali, body-guards of God Siva; Vishnu—Varahavathar; Nataraja, in a dancing posture with the following accompanists—Nandi Devar (Mridangam), Brahma (Thalam), Vishnu (Udukku) and Naradar (Veena); Siva in excursion with Parvathi—two images of both—one depicting the angry face of Parvathi and the other (after appeasement) in smiles; Mahavishnu with Sangu and Chakram; Veerabadran; Mahishasura, Mardani and Beema; Jorakandeeswarar: Bairavar; the Sun God; Sanchiveerabadrar: Siva in Rishabavahanam; Dhakshinamoorthy—God Siva himself in meditation; Thuvabalagar; Kali in dancing posture; Sidhar—a rishi in tapas; Brahma with four faces, Parvathi (Kanchipura Mathimiyum) wife of God Siva worshipping God on the banks of a river; Manmatha and Rathii, God and Goddess of beauty on Hamsa Vahanam; Sundharamurthy Swamigal and Manickavachakar, disciples of God and Sandikeswarer.

OUTSTANDING

Among the several of the foregoing images those which are a centre of attraction to visitors are: (1) Rishipathni. The intention of God Siva, her challenge to meet that

intention and the predicament she is in are well portrayed in the sculpture. It is said that in accordance with the desire of God Siva to test her modesty her saree loosens by itself.

While attempting to dress herself with one hand, a crow perches itself and eats the food she carries in a tray in the other hand; (2) the approach of Mahavishnu in the guise of a beautiful woman (3) the two double images of Siva in excursion with Parvathi. The different facial expressions of Parvathi in each of them are well brought out. One depicts her in an angry mood on her discovering her husband having Ganga, the river Goddess, secretly hidden on his head. The other in smiles by virtue of her being appeased by Siva.

The other images of note are Nataraja and his accompanists, the Sun God, said to be a unique image, and Manmatha and Rathii, the God and Goddess of beauty.

BAFFLING

The images of Rama fighting Vali is an ingenious piece of sculpture as well as setting. When viewed from the image of Rama, Vali is seen but Rama is not visible when viewed from Vali. These are of special attraction and baffles visitors as to their execution.

The image of Jorakandeeswarar is a centre of prayer. Devotees are firm in their belief that regular worship of this God rids them of fever, however, malignant it may be.

(Continued on page 35)

CHACHA

V. E. THIRUVENGADIAH

What stop! Fullstop of Nehrus great
A stop with Jawahar in complete stop
The 'House of Nehrus' perforce by fate
Does stop quite blunt without a prop.
The Kashmiri Raj Kaul to seek fortune
Came down to Delhi and fell in tune
Of the exalted Emperor Farrukhsiar
Who admiring his wits dubbed rare honor(s).

Such honors included a small estate
On the banks of a Nahar (or stream) close by.
The resident Raj Kaul, a poet very great
Was called as Kaul Nahar. As ages went by
The Nahar in stages underwent a change
As popular Nehru in all that rage.
His son Laxmi Narayan the next Nehru
Was followed by great Ganga Dhar Nehru

Although vicissitudes have swayed them far
From Delhi and Agra to Allahabad
The house of Nehrus as beacon lodestar
Retained this 'degree' and our love maraud.
Sri Ganga Dhar Nehru had three sons all
Of whom the youngest was late Motilal,
The illustrious father of lustrous son
Whom all world claims as unborn one.

For man's birth right he toiled in Jail
Sometimes with dad and at others with none
As Galahad's quest for 'Holy Grail'
Quite unshaken of the sword or gun.
In sleepless moods and wakefulness
In sordid vigilant cheerfulness
He gave from cells great many a book
That knit the world in fraternal hook.

Not once but thrice three times or more
The pangs of prison bars held captive
The lord of luxury in fetters bore
Was it in his cause as a born slave?

Nay, not so. Isn't it for you and me?
He delved and digged in spree and glee
The awful suffrage to free bondage
In the Jails of famous bug salvage.

The love of his land is first foremost
Although its toll at its altar, his life.
His dreams passed true to reconstruct
A newer Ind by struggle or strife
To sing a song of peace gospel
Resounding earth from pole to pole
And tell nations to live, let live
Enrapturing harmony as of beehive.

The ill-fed clad peasants' groans and calls
The sickly destitutes' pitiable moan
The thunderous tone of wicked rich pals
The treacherous marketeers' hearts of stone
The scheming wily diplomats' deeds
Which sow ceaseless many cold-war seeds.
Many restless anxious moments increase
More of these mar and torment impose

On the prophet of peace an artist to nautch
As a worthy heir of our Apostle of Truth
Bequeathing not even his dangling watch
Save his religion of 'God is truth'.
Born quite great, still achieved greatness
By his service and sacrifice in earnestness
His all and entire personal comforts
To work round the clock despite distorts

A world of adjectives is all poorer
To qualify the man of his qualities
Likewise the adverbs are quite smaller
To reflect his sterling activities
Is it the background of Harrow-Cambridge
Or tolerant spirit without any grudge
Or the noble heredity that make him strong
To serve mankind. May HE bless him long.

Sree Kailasanather Temple

(Continued from page 34)

This temple also has a mystery. Between the Nataraja Temple and Palli Arai is a four-walled stone room. What is kept within it none can tell since there is no access to it.

Taken all in all the images, pillars and ceilings of this not much publicised temple are notable and

marvellous pieces of sculpture in granite. One never gets tired admiring them. Art lovers and those with a religious fervour are sure to find in this temple images which are not only rich in artistry and design but inspiring.

When next in Salem make a visit to this Temple a must. There is a bus service from Salem Town with hotels at Taramangalam for refreshments.

TO MOTHER

N. NAGARAJAN

Mother ! You gave me knowledge ;
Let me use it for goodness of all ;
You endowed me with wealth ;
Let me utilise it to the best advantage.
You gave me ambition ;
Let it lie in proportion.
You gave me education ;
Let me abide by its value.
You provided me with a house :
Let me not share it alone.
You made me learned in Sciences :
Let the knowledge help me Construction.
You graced me with poesy :
Let poetry bloom in service ;
You gave me job to utilise my talents :
Let me render it sincerely.
You made me know the weaknesses :
Give me strength to bear them.
You gave me a tender heart :
Give me strength not to succumb it,
To injuries of idocy and ego,
Slander, stupidity and biasness,
Double-Tongue, hypocrisy and cunning-game :
You gave me the reality of philosophy.
Value of truth, nobility of birth—
But break not these gems of mine,
Before the Gangs of swines and boosters.
You gave me the knowledge of Music :
Give me strength to bear flaws, if any, in ;
I do not say, I like live long :
But I have no command to cut short its span.
All these are valuables ; all these were necessary :
But sad will not I be,
If you make me bereft of them ; but
Spare me one thing, and enough for me—
Humanness and sincerity, humility and truth,
Understanding harmony, simplicity and sympathy :

All blended into the Stream of Life—
Rendering to Peace, primarily and finally and
Accept me, Mother, completely conformed,
With no departure from your laws.
Choose me to incur no miscalculation
That would haul me before the seat of hell and fire.
Perilling consequences and devastation.
Need me to a meeting diplomatically,
Which is whole and one-purposeful and full.
Indicate me to a conclusion and chord
That will not be doubted and pondered.
Place me not to be abused ; but abused.
Temper me cool, and contained :
Deal me to a thought, mobilised and strong,
Improving, rallied, solving and abided :
Suggest me to a preparation,
With preventive measures : and
Negotiate me to a bend of unity,
Never harshed, nor reduced to a sullenness.
Progress me go into your direction,
Courting with contentment and utility :
Sail me to a shore of equality,
Which will counteract erosion—divide :
Sweep me not to a version—argument—
That will not factorise the key to peace :
Build me into a culture of perfection,
The jewel of which has no price or value
But valued, valued and valued :
Play me to games, fair and sports,
Rendering to a Citizenship with moral ramparts.
And aim me to a course—
Deathless and Commanding,
Selfless and Breachless, shining and glow,
All these be marks to the respects of the land
To the honours of the land—Peace pervades
Lands become peaceful : Nations achieve.

VIJAYANAGAR RUINS

PRONOTI CHAUDHURY

O hail the kingdom of Vijayanagar
The seat of old Andhra kings
Still in the ears of one and all rings
The glory, the power and the fame of ancient kings.

Krishna Deva Raya
The most famous of them all
Built up the capital Hampi
It was one of the most magnificent sights
A human eye could see.

The architecture was most beautiful
And the people lived in peace and plentiful

Till the Bahmani kings came and destroyed all
Which made the Vijayanagar kingdom fall.

We now can see only the desolate ruins
Shattered by the vengeance of the Bahmani kings
All that now remain, are a few temples
And carved buildings without steeples.

It is sad to see the ruined structures
Which were once the centre of Hindu culture
But still alive in tourists mind
The glory of Vijayanagar in bygone times.

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non-ferrous castings.

FERROGEN For degassing, scavenging
and removing oxide and slag inclusions.

DYCOTE For improving surface finish,
increasing die life and controlling solidification.

TERRACOTE White, Non-graphite
dressing for non-ferrous alloys.

CARSIL Sand binder for use with the
Carbon dioxide process.

DYCASTAL For the elimination of
cracks and draws in aluminium diecastings.

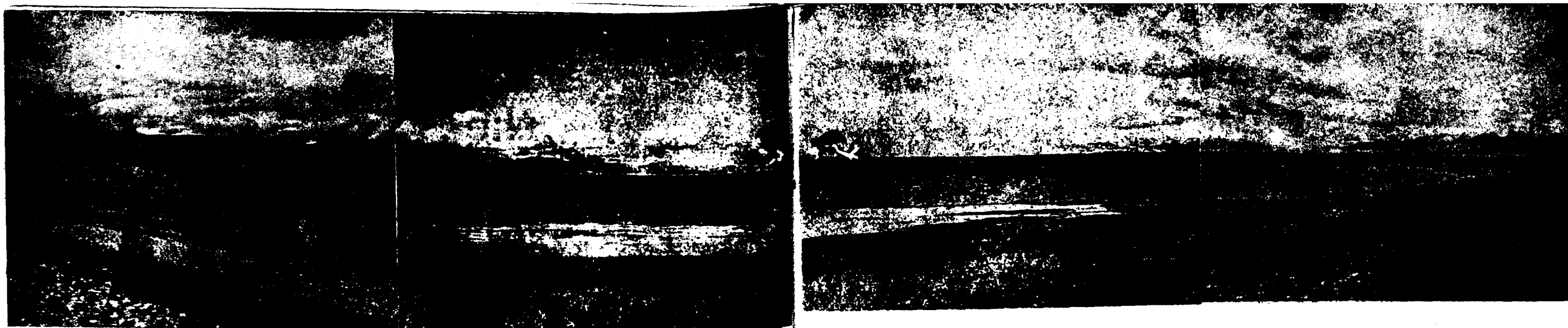
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KAILAS—MANASAROVAR

N. V. ANANTHARAMA SARMA

MOUNT Kailas and Lake Manasarovar are situated in the heart of Himalayas, in Tibetan Territory, about 240 miles from Almora. It is the firm belief of every devout Hindu that a pilgrimage to Mount Kailas is the bestower of divine grace and destroyer of many sins. Kailas is a universal eternal shrine wherein everyone can worship the Lord without the interference of priests. The true devotee undertakes the tiresome pilgrimage in the land of perpetual snow through towering pine trees, roaring hill streams, innumerable water-falls, unforgettable glaciers, fathomless gorges and dark crevices and risky steep ascent and descent along tiresome footpaths. The pilgrimage is at the same time thrilling, charming, instructive and inspiring. Climbing Himalayan Peaks has been the life's ambition of famous mountaineers of foreign countries.

It was during June 1959 that I had the unique pleasure and privilege of visiting Mount Kailas and

Manasarovar. I joined a party of pilgrims who were proceeding to these places under the leadership of Swami Vidyananda Saraswathi of Sri Gita Satsang, Nainital, who, I understand, has gone to Kailas more than twenty times so far. Swamiji's party consisted of twenty people including two ladies. The pilgrims belonged to different parts of India, such as Bombay, Tamil Nad, Lucknow, Calcutta, Sangli, Kanpur, Delhi and other places, the youngest being a youth of 22 and the oldest a 60-year-old gentleman. We were strangers to each other: but very soon we felt like members of one family with Swamiji as our friend, Philosopher and guide.

Swamiji had arranged in advance for guides, interpreters, porters, pack-ponies, mules, yaks, tents, etc., very necessary for the two-month journey in the Himalayas. All the pilgrims assembled at Nainital. Before starting on our pilgrimage we called on the Governor of U.P.—Sri V. V. Giri

and Smt. Giri at the Nainital Raj Bhavan who offered us their best wishes for our safe and successful journey.

Of the several routes, we selected the Johar Valley route along Garud, Bageshwar, Shyamadhura, Kalamuni, Milem, Untadhura Pass, Jayanti Pass, Kingiri Bingiri Pass, Thejang, Thirthapuri, Kailas and Manasarovar as this route abounds in natural sceneries. The route usually followed by most of the pilgrims is along Garbiang, Lipu Pass, Taklakot, Manasarovar and Kailas.

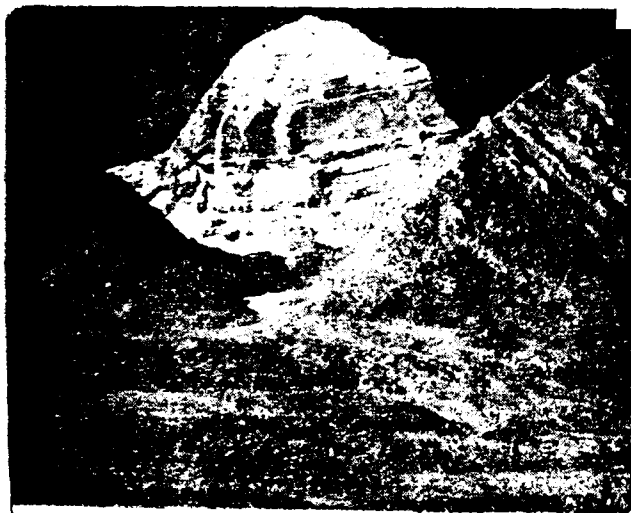
We left Nainital on the morning of Friday, July 3, 1959 by a special bus. Passing through Almora and Bageshwar, we reached Kapkot on the evening of July 5, from where we started our walking journey.

Our journey from Kapkot to Milem was through a path which has some of the best sceneries one can see. There are a number of beautiful water-falls and we had to cross many hill streams with strong currents through waist-deep water. The ascent and descent of Shyamadhura and Kalamuni were very tiresome. But we are thrilled and delighted to see

the natural Ice-bridge near Laspa-Gad, the Panch-Chuli snow peaks, the Trisuli and Nanda-Devi Peaks and the Milem Glazier said to be the World's biggest. The path for the last thirty miles before we reached the village of Milem is rugged and we had to proceed very cautiously and carefully over rocky, narrow footpaths with the roaring Gowri Ganga rushing down closeby.

Milem is the last village on the India border with a check-post. We had to change our porters there and engage ponies and horses to carry our luggage. It was at Milem, we had the first experience of drinking Tibetan tea which is a liquor from long boiled Chinese tea leaves with salt and Yak butter, but without milk or sugar.





After Milem, we had our stiffest ordeal of crossing the high passes of Unta, Jayanti and Kinigiri Bingiri. We had to wait in camps at the foot of the Passes because of risky weather and heavy snowfall. Many members of our party felt disheartened and some of them even thought of abandoning the pilgrimage and go back to their homes. However, we succeeded in crossing the three Passes which are at an average height of about 18,000 ft. above Sea level. The beauty of the snowy passes of the Himalayas can never be described; it is to be enjoyed with one's own eyes. While crossing the above Passes, we were using spiked boots; pointed hill sticks; sun-glasses and were wrapped from head to foot in sufficient warm clothings besides medicines to guard against giddiness, head-ache, etc.

It was unforgettable moment when we reached the top of Kingiri Bingiri Pass from where one can have darshan of Mount Kailas if the sky is not cloudy. A few miles beyond the Passes, there is a line of loose stones marking the boundary limit of India. After that the pilgrimage is on territory. There are no roads and one has to rely entirely on guides. About 30 miles from Gumchin, we

visited the old monastery of Thirthapuri on the other side of the Sutlej river. At Thirthapuri, we found several hot water springs by the side of the ice-cold waters of the Sutlej.

We camped near Nyandi Gompa at the foot of Mount Kailas after walking about 27 miles from Thirthapuri. We took three days to cover the 32-mile *Parikrama* of Kailas and also camped near the famous Dera-Phuk, Zuthul-Phuk Gompa. Between Dera-Phuk and Zuthul-Phuk, we went up the most difficult ascent over boulders and snow for about seven miles to Dolma-La and bathed in the famous Gowri Kund which is about 200 ft. steep descent from Dolma-La. Goddess Parvathi is supposed to have done penance here to attain Lord Shiva as her Lord. Gowri-Kund is covered with ice almost throughout the year. The scenery of this region is enchanting with ice streams flowing down from the snow-covered silvery Kailas. The Kailas Parikrama is completed at Darchen and travelling on more or less level ground for 15 miles, we reached Lake Manasarovar, flanked by Mount Kailas on the North and the inspiring Mandatha range of mountains on the South. Manasarovar at an altitude of 15,000 ft. with a circumference of over 50 miles is the biggest lake in the World. Its water is crystal clear and nectar sweet. Magic healing



properties are attributed to this water. A dip in the holy waters of Gowri Kund and Lake Manasarovar is the long cherished desire of every devout Hindu. With our mission fulfilled, we commenced our return journey via Gori Odyar (the birth place of Lord Vigneshwara), Taklakot and crossing the Lipu Pass, we reached Garbiang, the last Indian village.

Thus terminated our pilgrimage to Mount Kailas and Lake Manasarovar. In spite of all previous arrangements, a visitor has to face many difficulties on the way, but he must be ready to meet all these unforeseen things with an undisturbed mind.

The Kailas trip, besides the spiritual benefit, removes all kinds of minor bodily ailments. The pilgrims perspire profusely during the march. The whole body is filled with fresh, oxygenated blood. The excessive fat is reduced to some extent at least. The gentle breeze blowing from the tall pine trees disinfects the lungs. Many kinds of stomach troubles and various sorts of skin diseases are cured. In short, the Kailas trip brings spiritual blessings and good health. No wonder, therefore, that a visit to Mount Kailas is considered by all Hindus as the fruition of all earthly desires and a means of liberation from the transmigration of the soul.





RAMESWARAM

V. K. S.

I recently visited Rameswaram after a lapse of over 15 years. I was struck by the additional amenities and facilities that have been provided at the station for the pilgrim and the tourist. Retiring Rooms have been put up at the station. There are 2 single-bed and one double-bed rooms which are elegantly furnished and are available at reasonable rates. There is also a dormitory with seven beds which are available at the rate of Rs. 1.50 nP. per bed per day. These Retiring Room facilities will enable the Tourists as well as the Pilgrims to have very

comfortable accommodation during their stay in Rameswaram.

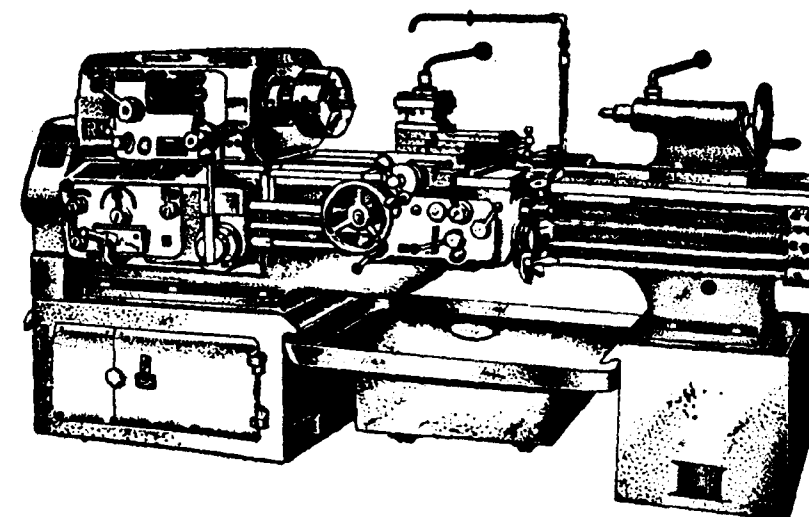
The whole platform is being covered and this work is expected to be finished very soon.

There are also rooms provided for being utilised as a kitchen for large parties of pilgrims or tourists. This is also very convenient particularly when pilgrims or tourist specials arrive at the station. There are, of course, bathing cubicles provided at the station.



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RAILWAY FREIGHT RATES

V. K. STHANUNATHAN

VIII

WE may now see a few other cases decided by the Railway Rates Tribunal in which the reasonableness of rates came up for adjudication.

In complaint No. 3 of 1954, the Mettur Chemical and Industrial Corporation, Mettur Dam *versus* the Southern Railway, Madras and the Union of India representing and owning Southern Railway, the case was that the Mettur Chemical and Industrial Corporation at Mettur were enjoying for a long time a special rate for the movement of Salt from Adirampattinam to Mettur Dam where caustic soda was being manufactured. Actually, they had been enjoying a special rate right from the inception of the Factory. From May 1941 there was a station-to-station rate of As. 3-6 pies per maund with a surcharge of As. 2 per rupee. This rate was progressively increased to As. 5-4 pies per maund with a surcharge of As. 2 per maund in September 1948 and to As. 6-8 pies per maund in October 1950. At the end of September 1948, the concession was withdrawn and the standard wagon load scale WL/I was levied which resulted in the rate being increased to As. 10-5 pies per maund. However, on the representations made by the Firm, the concession was restored with effect from 1st May 1949. The station-to-station rate fixed was As. 6-3 pies per maund from 1st May 1949 to 30th September 1950. It was raised to As. 6-8 pies per maund from 1st October 1950 till 31st July 1952 when this concessional rate was com-

pletely withdrawn and the standard wagon load rate WL/I was charged from 1st August 1952. A request for re-introduction of station-to-station rate for Common Salt from Adirampattinam to Mettur was refused and therefore the parties preferred the complaint before the Railway Rates Tribunal. The reason given by the Railways was that there was no necessity to continue the concession indefinitely and that the rates were revised from time to time in view of the prevailing conditions. They also contended that the industry did not require any assistance by way of freight reduction in view of the fact that the industry was making profits and was not in need of financial assistance.

The judgment in this case is important because it lays down certain important general principles that should be borne in mind in determining the case for a special rate and the reasonableness of particular rates.

It will be seen from the history of the rates described earlier that the factory was enjoying a special rate right from its inception upto 1-10-1948. With the revision of the general rates structure in the country with effect from 1-10-1948 the special rate was cancelled along with several other special rates, but on the request of the party, a special rate was again granted from 1-5-1949 to 31-7-1952 and thereafter the special rate was again cancelled from 1-8-1952 and against a special rate of As. 6-8 pies

January 1961

RAILWAY FREIGHT RATES

45

per maund, the tariff rate of As. 10-5 pies per maund was charged. The difficulty in defending the tariff rate as a reasonable rate arose from several reasons. Firstly, though it was a fact that the operating costs of Railways had been mounting from year to year, the quotation of a special rate again in 1949 and the subsequent cancellation from 1-8-1952 could not be substantiated on the basis merely of increase in operating costs of railways. Secondly, it came out during the hearings that the information gathered by the Railways with regard to the financial position of the particular Company was not quite accurate. The railways cancelled the special rates at a time when they thought that the Company were financially well off and were having a margin of profit also but it was proved at the enquiry that apart from not making any profits, the Company was having a difficult time. During 1949-50, the applicants were unable to declare any dividends. That was their state in 1950-51 also. "In 1951-52, they declared a dividend of 3½% on their ordinary shares. During the year ending 31st March 1950, all ranks of the staff voluntarily agreed to a cut in their salaries of 15% in the case of Factory operatives and 10% in the case of Administration and Executive staff for a period of six months. The Managing Agents also readily suffered a cut of 20% in their monthly remuneration. For the year ending 31st March 1953, all ranks of the staff voluntarily agreed to a cut in their salaries of 10% for a period of two months. The Managing Agents similarly offered to cut their monthly remuneration." These facts showed that the Factory was in need of

financial assistance and Member Subramanyam in his judgment pointed out that the Tariff Board which enquired into the conditions of the Caustic Soda Industry in 1950 considered that a return of 10% on block at original values would be reasonable. He, therefore, held that the traffic in Common Salt between Adirampattinam and Mettur Dam could not bear the present wagon load scale.

In the course of the judgment, the Tribunal held that the tariff rate was not reasonable and a suitable special rate should be quoted and a "reasonable" rate was fixed by the Tribunal.

In coming to their conclusion about the unreasonableness of the tariff rate and the reasonableness of the demand for a special rate, several important rating propositions have been enunciated by the Tribunal and it will be interesting to discuss some of these principles that were laid down.

Member Subramanyam in his judgment has pointed out that one of the conditions warranting the quotation of a special rate would be to see whether a particular movement is in the public interest and whether the traffic could bear the existing rates. In this case, he said quoting from the report of the Indian Tariff Board and the Planning Commission that Caustic Soda was an important industry in the country and its manufacture was important from the national point of view. The Indian Tariff Board, 1946, on the Caustic Soda and Bleaching Powder Industry said "Caustic Soda is one of the most important heavy chemicals and is used in large

quantities in so many industries that, like sulphuric acid, its consumption may be regarded as an index of the industrial development of a country. It not only enters intimately into the economic life of a people but is also an essential commodity for defence purposes." So he observed. "The maintenance of the flow of traffic in common salt from the applicants' salt factory at Adirampattinam to their chemical factory in Mettur Dam at its present volume is, for the reasons stated above, a matter of vital national concern. I find that it is in the public interests that the existing traffic in salt from Adirampattinam to Mettur Dam should be maintained and if possible augmented."

The second point for consideration is whether the particular movement requires any freight assistance. Judging from the financial position of the industry (as detailed earlier), the Tribunal came to the conclusion that the traffic in common salt between Adirampattinam and Mettur Dam could not bear the tariff rates.

It will be useful to discuss here one or two points which were raised by the Railways in trying to defend their position. The Railways tried to argue that the cost economics of the Caustic Soda industry as a whole in the country should be gone into and not merely the financial position of a particular firm. They suggested that if a particular firm is not well-off it might be due to the way in which the factory was being run. This point was also answered by the Tribunal in its judgment. It is worthwhile quoting the observations of Mr. Subramanyam with regard to this point.

"It is perhaps necessary that I say a specific word or two on some of the points urged by the learned Advocate for the 2nd respondent. It was argued that the condition in which the applicants found themselves was the result largely of their improvidence. Attack on those lines was directed mainly against the Vanaspati factory which the applicants started at Tiruchirappalli and which they had to sell away. Hydrogenation of groundnut oil is an important process in the production of vanaspati. Since hydrogen is a by-product in the applicants' factory, they apparently considered that they could, by the manufacture and sale of vanaspati, strengthen their concern as a whole. They established a plant at Mettur Dam for the production of Vanaspati. In their annual report for the year ending 31st March 1944, they said :

"During the year under review, manufacture of Vegetable Ghee on a commercial scale was commenced. The product was placed on the market as 'Kamadhenu Vanaspati' and it received good reception. But soon after commencing production, 80 per cent of it was taken up by the Food Directorate."

In their report for the next year, they said :

"The production of our main Chemicals and of Vanaspati continued to be maintained satisfactorily during the year."

Encouraged by the profits earned on the vanaspati side of the factory, the applicants decided to start another

factory at Tiruchi, near where groundnut is grown. A sum of twenty lakhs was invested in setting up a factory at Tiruchi but conditions which the applicants had not foreseen hindered production and sale. The vanaspati factory at Tiruchi was sold away in 1951 for Rs. 16,00,000 involving the applicants in a loss of Rs. 4,00,000. The loss was met out of the reserves which had been built up largely out of premiums paid on shares. The vanaspati factory at Mettur had been of material assistance to the concern as a whole in the years 1945-46 and 1946-47. It is seen from Exhibit A. 31 and A. 33 that in 1946-47 the applicants incurred a loss in the caustic soda and liquid chlorine sections of the concern. We may infer that the loss was made up somewhat by the profits earned in the vanaspati section. They were, therefore, not acting unreasonably in setting up a plant at Tiruchi for the production of vanaspati. If that factory prospered as the Mettur factory had done, it would perhaps not have been necessary for the applicants to come to this Tribunal for relief in the matter of rates. The fact that the applicants' expectations were not fulfilled is no reason why anybody should cast a stone at them. So long as our country's industrial economy rests in part on private capital, progress would, to some extent, depend on entrepreneurs taking risks. All the available evidence indicates that the men in charge of the management of the applicants' concern are as competent as public spirited."

One other important proposition was enunciated by the Tribunal in this judgment and that is that if on

other grounds a special rate is warranted for a particular movement, then the special rate should be given irrespective of whether the return from that particular traffic at the special rate would cover the operating costs for particular movement. They observed and rightly too that Railways should be concerned mainly with the over-all revenues or earnings and it is not a correct view that every movement or every transaction in the Railways must pay its way.

They quoted the United States Supreme Court in this connection. In the famous case *Baltimore & O.R. Co. vs. United States* (345 U.S. 146), the facts were : "The railroads brought an action in the District Court to set aside an order of the Commission prescribing maximum carload rates on certain vegetables from Texas to other States on the ground that they were confiscatory and therefore in violation of the due process clause. The sole basis for the charge was that, if put in effect, the rate would produce less money than it would cost the railroads to carry the particular vegetables covered by each rate."

The Supreme Court of the United States held :

"So long as rates as a whole afford railroads just compensation for their over-all services to the public, the due process clause should not be construed as a bar to the fixing of non-compensatory rates for carrying some commodities where the public interest is thereby served."

Reasonableness of rates is usually discussed by comparing a particular

rate with other similar rates. An interesting example of this method of trying to arrive at the reasonableness of a rate obtains in Complaint No. 1 of 1954, The Associated Cement Companies Ltd., Bombay vs. Northern Railway, Delhi; Eastern Railway, Calcutta; Central Railway, Bombay, and Western Railway, Bombay. In this case, the facts were that the Railways had quoted a special rate (the then existing Wagon load scale WL/C less 20 per cent) for movement of Gypsum from Jamsar and Kavas on the Northern Railway to the Sindri Factory where fertilisers (sulphate of ammonia) is manufactured. The Associated Cement Companies wanted that for transport of Gypsum from Badwasi on the Northern Railway to Cement Factories in Surajpur, Sevalia, Lakheri, Banmor, Jukehi, Khalari and Jhinkpani a special rate on the same basis should be given. As the Railways did not comply with their request, a complaint was filed before the Railway Rates Tribunal which was heard as Complaint No. 1 of 1954. Several grounds had been advanced in the complaint on behalf of the complainants, one of them being that the refusal to grant special rates to the A.C.C. attracted the provisions of Section 28. This point was, however, easily rebutted by the Railways and the rebuttal was accepted by the Tribunal also because there was no competition of interest between Cement and Fertilisers.

The other ground advanced by the A.C.C. was the reasonableness of the rate quoted for movement of Gypsum to the Cement Factories. They contended that as the same commodity, viz., gypsum was being transported

to the Cement factories, they should be given the special rate on the same basis as the rate for gypsum moving to the Sindri Factory. Cement factories, it was contended, were also important factories and cement was useful for nation building activities and the rate which was considered reasonable for being given to gypsum moving for the manufacture of fertilisers at Sindri Factory should be considered as reasonable for cement factories also and any refusal to give similar rates could only be unreasonable.

In this case, therefore, as the same commodity was concerned, the Railways had to establish that there were substantially differentiating circumstances between the two movements which warranted a differential treatment. Several arguments were advanced by the Railways which were accepted. Mr. Subramanyam, Member of the Tribunal, in his judgment has dwelt at length on these circumstances which are also important because they enunciate the general principles that should normally govern the quotation of special rates on railways.

Mr. Subramanyam, Member, says in his judgment:

"Notwithstanding the existence of a standard rate—class rate or wagon load rate—for the conveyance of a commodity, a railway administration has a discretion, under Section 46 of the Indian Railways Act, to quote a station-to-station rate for the conveyance of the commodity on a lower basis than the standard rate. At the same time, a check on an arbitrary

or otherwise unwarranted exercise of the discretion is provided by the rule that, where a railway administration grants a station-to-station rate for the conveyance of a commodity for the benefit of one trader or class of traders, the railway administration cannot, in the absence of materially differentiating circumstances, refuse to quote a station-to-station rate on the same basis on the application of another trader or class of traders for the conveyance of the same commodity over the same or other portions of the railway system; and, in that context, no circumstance may be regarded as material which is not so related to sound rating principles as to justify such differential treatment.

The Railways have quoted station-to-station rates for the conveyance of gypsum from Jamsar to Sindri and Kavas to Sindri. The rates are quoted for the benefit of the Fertiliser Factory at Sindri. Under the rule that I have enunciated in the preceding paragraph, the Railways would be bound to quote station-to-station rates on the same basis from Badwasi to the stations where the applicants have their cement factories, in the absence of materially differentiating circumstances. The Railways have to plead and prove the existence of such circumstances."

Several differentiating circumstances were pleaded by the Railways. One was in regard to the volume and regularity of traffic in gypsum from Jamsar and Kavas to Sindri. The movements to Sindri were mainly in train loads or block loads while the movement to the Cement Factories was only a few wagons every day.

There is appreciable economy in operating costs if block loads or train loads are offered for movement and this is one of the circumstances which can be taken into account by railways in quoting special rates.

Another differentiating circumstance was that the Fertiliser Factory is in its infancy in the country. As far as the Associated Cement Companies were concerned they were all well established and were not in need of any financial assistance by way of freight reduction. Actually, it was not pleaded by them at any stage that the industry required any financial assistance. The burden of their complaint was really that they should be given rates which were given to Sindri Factory because in both cases the same commodity was being transported. The Tariff Commission had examined every aspect of the Cement Industry and they did not recommend any freight assistance for the industry to expand. Actually the Central Government's order in relation to the Tariff Commission's Report on the Cement Industry made provision for the expansion of the Industry and for the applicants' earning profit at 8 per cent. "While, therefore, in regard to the Fertiliser Factory at Sindri, it is open to question whether the industry could get established and could grow without the aid of the special rate, there can be no doubt that the cement industry can expand to the dimensions required by the country's needs, without the aid of any special rate for the carriage of gypsum by railway."

The third differentiating circumstance was that in an undeveloped and primarily agricultural country like ours,

it is essential to popularise the use of fertilisers and to assist in every way the Government's plan to make the country self-sufficient in its food requirements. It was no doubt argued that cement was also important and was used in nation building activities but the railways showed that any special rate given to gypsum for manufacture of cement would not materially affect the cost of production of cement because comparatively only smaller quantities of gypsum were being utilised for the manufacture of cement. On the other hand, large quantities of gypsum are required for manufacture of fertilisers and would make an appreciable impression on the cost of production of fertilisers. As Mr. Subramanyam, Member, observed :

"A reduction as prayed for in the rate for gypsum carried to the applicants' factories may result in a saving of about 3 annas per ton of cement—that is, 3 annas in Rs. 71. AW. 1 (S.N. Cooper) frankly admits that the reduction in the freight on gypsum asked for by the company would result only in a nominal saving in cost. Nor is that nominal saving

likely to be passed on to the consumer within any foreseeable period of time. The reduction prayed for can, therefore, affect but little either the production or the consumption of cement. On the other hand, since 160 tons of gypsum are required for the manufacture of 100 tons of fertilisers, the reduction granted for the benefit of the Sindri Fertiliser Factory results in a reduction in the price of the fertilisers to the consumer. Fertilisers reach, and should be made to reach, the humble farmer in the village who sometimes hesitates to change a rupee lest it should get spent and to whom annas have a significance which the user of cement may find it hard to appreciate."

In this case, we find that the unreasonableness of a rate is tried to be established by comparison with what is accepted to be a reasonable rate and the Railways had to show substantially differentiating circumstances to show that the tariff rate which was being challenged was not unreasonable.

(To be continued)



RUINS OF GOLCONDA

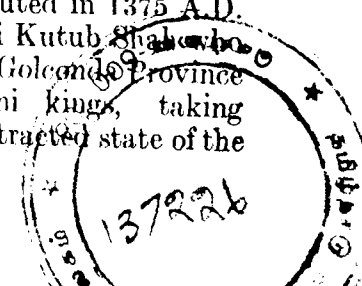
N. V. R. SWAMY

GOLCONDA which is famous in derable antiquity, where terrible fight History as the capital of the Kutub Shah kings, attracts every visitor to Hyderabad, the new capital of Andhra Pradesh, and is within easy reach of the city. Not only, the history of medieval Deccan is written over its massive fortifications, big arsenals, heavy guns, ruined palaces, gardens, fountains, forts with subterranean channels, mosques; but it has for more than a hundred years prior to its occupation by the Moghuls, led the world history of cutting and polishing diamonds. The contribution that it has made to the regalias of East and West has been unique; even the diadem of British Sovereigns has had to remain incomplete until studded with the famous stone 'Koh-i-noor' from Golconda. It is the most interesting place from a historical point of view, and also a place of consi-

derable antiquity, where terrible fight History as the capital of the Kutub Shah kings, attracts every visitor to Hyderabad, the new capital of Andhra Pradesh, and is within easy reach of the city. Not only, the history of medieval Deccan is written over its massive fortifications, big arsenals, heavy guns, ruined palaces, gardens, fountains, forts with subterranean channels, mosques; but it has for more than a hundred years prior to its occupation by the Moghuls, led the world history of cutting and polishing diamonds. The contribution that it has made to the regalias of East and West has been unique; even the diadem of British Sovereigns has had to remain incomplete until studded with the famous stone 'Koh-i-noor' from Golconda. It is the most interesting place from a historical point of view, and also a place of consi-

It is situated five miles west of Hyderabad city. Like so many other hill fortresses in India of the medieval period, it served for quartering the kings' soldiery, treasures, courtiers and their followers. Although deserted by its former glory, tourists from all parts of the world continue to throng to this fort to see the relics of the famous Kutub Shah kings.

One of the Rajahs of Warangal built this fort with walls of mud and during their reign (1358-75), this was made over to the Bahmani kings, by a document executed in 1375 A.D. In 1512, Sultan Kuli Kutub Shah was the Governor of Golconda Province under the Bahmani kings, taking advantage of the distracted state of the



kingdom prevailed then, declared his independence, assuming the title of the king of Golconda. He built the capital here and named it as Muham-mednagar, but the original name of Golconda was also in usage. The ramparts of the fort were strengthened by him during his period with stone and mortar.

Later, due to scarcity of water supply, he had to shift his capital to Hyderabad which was built on the banks of Musi river, and he named it as Bhagnagar. Golconda became the burial place of Kuli Kutub Shah kings. All the Kutub Shah kings except one are interred here. The Kutub Shah dynasty reigned here from 1512 to 1687. In 1687, Aurangzeb besieged and took away this fort.

The fortress which is situated picturesquely on a rocky hill of granite, is extensive and contains many enclosures. It is surrounded by a strong crenellated stone-wall, over 4 miles in circumference. It has 87 semi circular bastions at the angles and many gates are surmounted by heavy guns. The fort which is 400 feet above the ground level, stands on the summit of a conical hill and is encircled with some other hills. Standing on the tower of the fort, one can get a view of the place for about 20 miles around. There are seven lines of walls, one inside the other and this huge and massive structure attracts every visitor.

There are eight huge entrance gates, of which only about four are in order. The big gates are provided with zig-zag porches with massive shutters and sharp-pointed iron spikes all over the surface which were intended to injure

the heads of elephants of the enemy who may attack the fort. The main gate to the fort is located on the eastern side which is named as "Fateh Darwaza". This name is said to have been given by Aurangzeb, to commemorate his victory.

Inside the walls, there are ruins of numerous palaces, mosques and dwellings, scattered everywhere. There is a huge collection of Kutub Shah and Moghul arms and ammunitions, and piles of big cannon balls of stone and iron, explosives of different kinds of heaps inside the fort. There is also a temple inside the fort, named after Madanna, the Prime Minister who was very powerful during Kutub Shah reign.

The most notable objects in Golconda are the tombs of the Kutub Shah kings, located half-a mile on the northern side of the fort which are regarded as fine pieces of architecture. The cupolas of the tombs rise high in the charming surrounding of rocks. Though constructed of granite, they have suffered from the ravages of time and the damage done by the siege guns of Aurangzeb. The tombs are either oblong or square in shape. The body of the building is surrounded by small minarets. The lower portion is an arcade of pointed arches on a raised terrace. The whole structure which is crowned by a dome adds beauty to the tomb. Though much of the enamelled tiles that adorned them in those years have now gone, the tombs are certainly a grand sight. They are in the Kutub Shahi style and mixed with the architecture of Pathan, Persian and the Hindus. The most striking and the best of them is



of Mohamed Kuli Kutub Shah, founder of Hyderabad, standing at a height of 180 feet on a double terrace. The dome outside above the gallery is 50

feet high. Outside each portel, there are two pillars made of granite, nearly 22 feet high and the porticos are paved with slabs.

Colour and Technique....

(Continued from page 25)

of design and colour contrast and colour combinations have to be considered.

Fundamentals of printing and engraving ability of type faces and size and methods of stitching make the many types of stitching such as saddle stitching and side stitching, types of printing, letterpress, planographic, and Intaglio, how to obtain best reproduction from each type of engraving lines and half-tones, importance using proper screen to obtain reproduction on paper possibilities of retouching of engravings, cost of combination plates, electro-types, stereo-types, proofs of colour printing should receive attention.

Unlike letterpress, offset will print screens on almost any surface provided the roughness is not excessive, and this is of immense help in the making of books which contain many illustrations requiring screens treatment to produce the best results.

The chief value of offsets lies in an ability to reproduce type and illustration together or singly at a reasonable cost and to reproduce colour work most faithfully and beautifully through the use of very fine screen. A book or a brochure or a booklet which is subject to revision would be considered poor economy if printed by offset unless its sales were so great that the cost of pasting-up proofs of corrections, photographing and the making of new plates could be comfortably absorbed on a small per copy basis.

AMATEUR DIPLOMATS

A. V. SUBRAMANIAN

THE influence of poets over their patron-kings in those days was considerable. Some poets have tried their hand at amateur diplomacy and have come off brilliantly successful. The kings thought so highly of them that sometimes they sent them as ambassadors in preference to the professional diplomats who traded in platitudinous flattery. Avvaiyar who was the poetess-laureate of Athiyaman's court was once accredited as his messenger of peace to the king Tondaiman, who was preparing for a bitter war with him. Avvaiyar arrived at the court of Tondaiman and composed a poem which was apparently in his praise but which in a subtle manner turned out to be an eulogy of Athiyaman's prowess: "Oh king, your swords and javelins and arrows are kept in your armoury in shiny splendour, decked with peacocks' feathers and with ghee rubbed over their points. But my Athiyaman's armoury presents a very different picture altogether. His swords and javelins and arrows are not kept in shiny array in the armoury; they are even now to be seen lying in the blacksmith's shop with their points broken." The poetess, of course, meant that Athiyaman was a veteran of many battles and if Tondaiman should impetuously plunge into a war with him, he was sure to get the worst of it.

Some senior poets like Kovoorkizhar functioned more like elder statesmen of the kingdom. Their advice was often sought when the king was in trouble. But even when the king did

not have the sense to seek their advice they considered it their duty to offer it in the larger interests of the people. Watching the two Cholas Nalankilli and Nedunkilli fighting each other Kovoorkizhar addressed them both in these memorable words "Your enemy is not the Chera or the Pandiya, the traditional enemies of the Chola dynasty, for yours is a fratricidal war. Whoever between you two gets defeated the defeat will be for the Chola line; nor in the very nature of wars can both triumph. Whatever deed you are engaged in is only such as would bring a smile to your worst foemen. Hence, forsake this fratricidal strife, for it is productive only of evil."

Poets like Kapilar had immeasurable influence over their patron-kings. Pari depended upon Kapilar's advice in all matters of statecraft. The influence of Paranar over his patron Bekan was also considerable. These poets had the well-being of the country at heart and very often risked their standing with the kings in remonstrating with them when they strayed from the righteous path. When we bear in mind the autocratic powers enjoyed by the kings of those days, the courage with which these impecunious poets pleaded the cause of the common man would become apparent. The story of how Andaiyar of Pisir and Nahanar gave unwelcome but sound counsel to their patron-kings that the country might be saved from disaster appears elsewhere. No

(Continued on page 57)



"SHEPHERD STRONGMAN"

THERE was once a simple shepherd who was taking his sheep and goats out on to the mountain pastures for grazing. One morning he found a little baby lying under a tree. This baby had been left there by somebody who did not want him. The old shepherd had no children of his own, so he took the little baby back to his home and cared for him like his own son. The baby boy grew into a strong and sturdy lad, and by the time he was fifteen years old, he was so strong that he could tear up thick trees from the ground as if they were pieces of grass. The old shepherd was amazed at the enormous strength of this young boy, and by the time he had reached manhood, he was stronger still.

This young man eventually got the name of Shepherd Strongman. A time came when he found the life of a shepherd was not to his liking, so he left his old foster father and went away to seek his fortune.

During his travels he met a man combing trees as if they were pieces of flax. Strongman said to him, "you must be very strong to do that." The man smiled and looked up from his work. "Yes, I am very strong. In fact, I am known as Tree Comber, but I'm waiting to meet this Shepherd Strongman who claims to be very

strong, so that I can wrestle with him to see who is the stronger."

Shepherd Strongman now smiled. "Well, you're lucky, for the man you want to meet is standing before you now. So, let us get to grips."

Within a split second the two men had grappled and with a little pushing and heaving, the Tree Comber suddenly found himself thrown to the ground with such force that he was stunned. However, he soon recovered, got up and instead of grappling again, he merely said, "Well, Shepherd Strongman, you are the stronger. You win and let us be friends."

Now the Strongman and Tree Comber continued their journey together. After some time they came across a man who would take up a huge stone in his hands, and grind it into fine dust.

Strongman said, "You must be a strong fellow to be able to grind such hard stones to dust with your bare hands."

The other man replied, "Yes, I am very strong. I am known as the Stone Grinder, but I have heard there is a powerfully strong shepherd with whom I should like to try my strength."

Strongman smiled. "Here he is, Stone Grinder, facing you. Let's get to grips."

The two strongmen closed, pushed and heaved and in a few moments the Stone Grinder found himself lying dazed on the ground. When he recovered, he smiled and said, "I've met my master, so let's be friends."

Now the three strong men continued their journey together. After a few days they came upon a man who was taking up heavy bits of iron and twisting them into various shapes, as if they were made of soft clay.

Strongman said, "You're a strong man to be able to twist iron into fancy shapes so easily."

"Yes, replied the other man, "I am called the Ironman, but my greatest wish is to try out my strength with Shepherd Strongman."

Strongman answered. "Your wish is granted. I am Shepherd Strongman, so come on Mr. Ironman and try your strength." They grappled hard for a few seconds when Ironman went flying through the air, and suddenly found himself hanging from the branch of a near-by tree. In a few moments his clothes tore and he fell with a thump to the ground, but unhurt. He got up and came to Strongman saying, "you're the strongestman I've ever met. Let's be friends."

The four strongmen were now a team and would travel about from place to place challenging anybody to show their strength, and giving displays of their great strength. One day, however, they were resting in the forest when Strongman said, "Tree Comber, you stay here and build a fire while we three will go out and look for game to kill and eat."

While they were out hunting Tree Comber prepared a nice hot meal for them, but when he had finished who should he see standing in front of him, but a little dwarf, who said, "Give me some of your supper." Tree Comber replied promptly, "go chase yourself off little man, before I catch you and hang you up on that tree."

The words had hardly left his lips when Tree Comber found himself going up and up and then he got tangled with the branch of a tree. Far below was the little dwarf who was helping himself to some hot food. When he had finished eating, he suddenly disappeared.

When the other three strongmen returned, they were amazed to see Tree Comber dangling from a tree, and had to help to get him down. Tree Comber then told them what had happened, and they laughed out aloud.

The next day, Stone Grinder was left behind to do the cooking while the others went out hunting. When the supper was ready, there was the little dwarf again, asking for something to eat. Stone Grinder told him that if he did not run off at once, he would crush the life out of him. What happened next gave Stone Grinder the surprise of his life. He was caught in such a terrific grip and sent up into the air, and when he came down he found himself also hanging on the tree.

The next day Ironman was left behind and he also suffered the same treatment from the little dwarf when he told him to be off.

Shepherd Strongman now thought that there was only himself left, and

he could not let such a little man do to him what had been done to the others. Surely he did not have so much strength. Well, he had to prove it.

The next day Strongman stayed behind to do the cooking. When the meal was ready the dwarf appeared and asked for some food. Strongman told him to be off with himself. The dwarf now tried to grapple with Strongman, but he found himself caught by the beard and in a few seconds, he was tied securely to a tree

by Strongman. When the rest of the party returned they found their little enemy, the dwarf, a prisoner, but when they sat down to eat, they untied him and invited him to have a bite with them.

That was how it was discovered that Shepherd Strongman was really the strongest man in the land, and after that the strong little dwarf also joined their land, and they were all good friends.

UNCLE TELLATALE.

Amateur Diplomats

(Continued from page 54)

wonder, therefore, that the kings valued highly the services of these amateur statesmen and diplomats whose integrity and sincerity of purpose marked them off sharply from the run of mealy mouthed courtiers.

There were such amateur diplomats even outside the ranks of the poets. The story is told of how a poor brahmin stopped a war by the sheer force of his personality. The siege was on and grim was the determination of the besieging army to take the fort, but of a night came the brahmin and he presented a strange appearance in the midst of the muscle-bound warriors. For the brahmin who observed all the

fasts that were enjoined upon him was thin and emaciated and his gait was slow. He came into the camp of the besieging army during the night. He seemed to have little use for the conventions of an army at war, for he did not even deign to stop at the entrance and be challenged by the sentry; nor did he stay long inside the camp talking to the besieging king. He expressed the need for stopping the war immediately in a few chosen words and left the presence of the king. But Lo! the ladders and others equipments for the siege were all packed away and the siege was lifted before the morning. The love of truth and the sincerity of purpose of the poor brahmin messenger had wrought a change of heart in the mind of the warlike Prince and brought welcome peace to a wartorn country!



BOOK REVIEW

JATAKA TALES

Translated by H. T. Francis and E. J. Thomas. Publishers: Jaico Publishing House, 125, Mahatma Gandhi Road, Bombay-1. Received from Jaico Publishing House, 7, Imperial Bank Lane, Mount Road, Madras-2. Pages 313. Price (in India only) Rs. 3-00 net.

There is no denying or disguising the fact that India (Bharat) is the home of Vedas, Puranas, Ithihasas and Mythologies—not to mention fables: (sic) the Buddhist Birth Stories (the Jatakas) and the Dhammapada Commentary by Buddha-ghosha, running each into four or five hundred stories, a great part of them animal fables, and the Panchatantras and the Hitopadesa. The genius for creating fables seems inexhaustible in Indian Literature; and so, it is, we have the Jataka Tales—the parables told in simple language to the peasants by the Master in order to help them (to) understand his teaching. In simple words and familiar examples wisdom is revealed through these tales. These fables and parables have come down to us through hundreds of years and continue to entertain and elevate us.

For instance, who will not be elevated or entertained—nay, inspired, when he (or she) reads “The piece of meal” (and quite a number of similar excellence). The story hath it that one day when the Bodhisatta was going to the playhall, a hawk carried off a piece of flesh from the slab of a slaughter house and flew up into the air; some lads seeing it, determined to make him drop it and pursued him

but to no avail. Then the sage said to them, “I will make him drop it” and it came to pass that the hawk dropped the flesh. And this marvel reached the king who wanted to summon him but envy, jealousy, malice had its own say in the matter.

That aside, Jataka is a great collection of Buddhist Birth Stories and these folk-stories tell about Buddha's meritorious deeds in his previous incarnations. It may, *an passant*, be observed that Jataka occurs in the second of the three great divisions of Pali Buddhist scriptures, and in the miscellaneous collection of discourses of this division. It consists of 547 Jatakas each containing an account of the life of Gotama Buddha during some incarnation in one of his previous existence as a Bodhisatta or being destined to enlightenment, before he became Buddha. The Enlightened One.

It may be added that Jataka tales expound teaching which leads to enlightenment, such as the Doctrine of Impermanence, Belief in the Buddha, The rejection of superstitious rites, freedom from lust, hatred and delusion and other bonds which the disciple (the “Lama”) must break as he advances on The Noble Path. It looks as if the present selection has been made with the Specific Purpose of bringing together the Jataka stories of most interest (both intrinsically and also from the point of view of the folklaist).

This number does not correspond to exactly 547 stories, because some of the tales occur more than once in a

January 1961

BOOK REVIEW

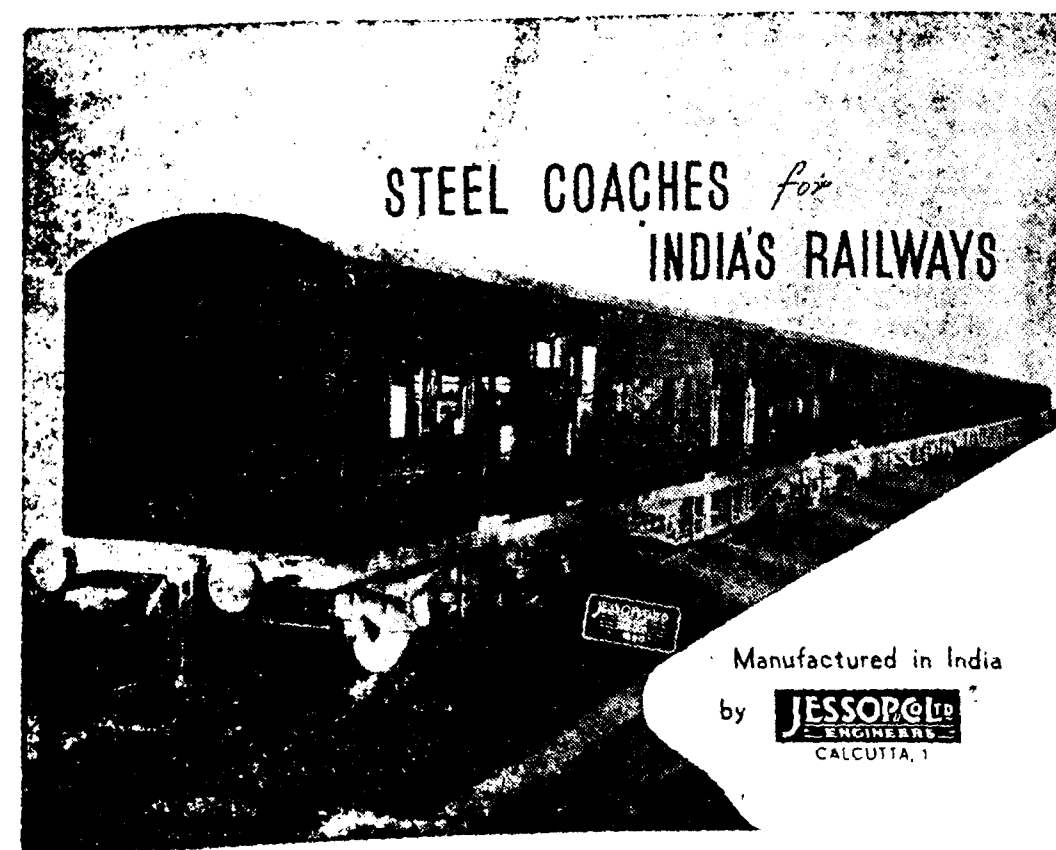
59

different setting, or in a variant version, and occasionally several stories are included in one birth. Each separate story is embedded to a framework which forms the story of the present. This is (generally speaking) an account of some incident in the historic life of the Buddha—such as an act of disobedience or folly amongst the brethren of Order, the discussion of question of ethics, or an instance of eminent virtue.

A fascinating and extraordinarily useful book (Jataka Tales), it is in effect, a text and guide: The material is not limited, but is rather intended to be applicable to wide areas. Em-

phasis is on practical, specific topics rather than vague generalities. It throws interesting light on specific research; covering the fundamental requirements thereof. It is stimulating—a rare adventure in original thought and is an important book for any one with implications for the future. To the philosopher, it commends an awareness of the enormous impact made upon his traditional problems. The exquisite prose (in this collection) creates a classic which will be read and read again for the sheer delight found within its pages.

V. T. NEELAKANTAN.





S. R. NEWS

Shri A. C. Mukerji, G.M., S. Rly. at Pasivedala station en route to Waltair during Inspection Tour in North-East line section of S. Rly.



Shri R. Sivaprakasam, Railway Service Commission, Madras-18 and Sow. Santhakumari were married on 8-9-60 at Tiruvannamalai

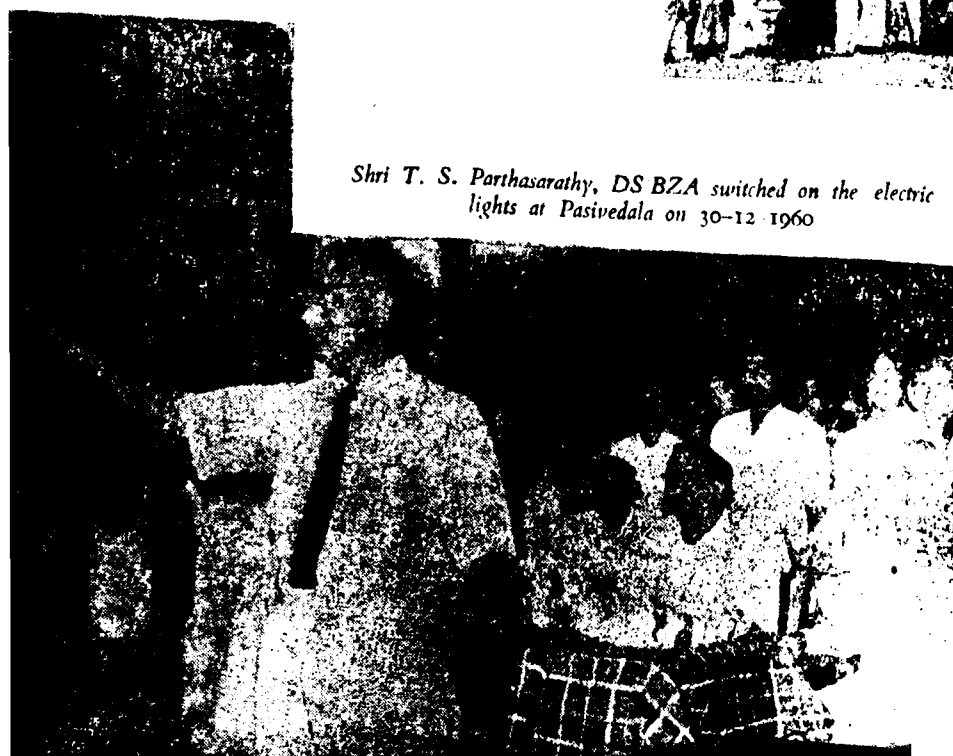
Children's Holiday Camp (Guntakal Division) to Hyderabad



Senior Rakshak C. W. Gonslave. In recognition of his gallantry, he was given a handsome cash reward and promoted as a Head Rakshak

Shri P. T. Padmanabhan, Retired Chief Personnel Officer, Southern Railway, Madras, assumed office as Member of the Railway Service Commission, Madras

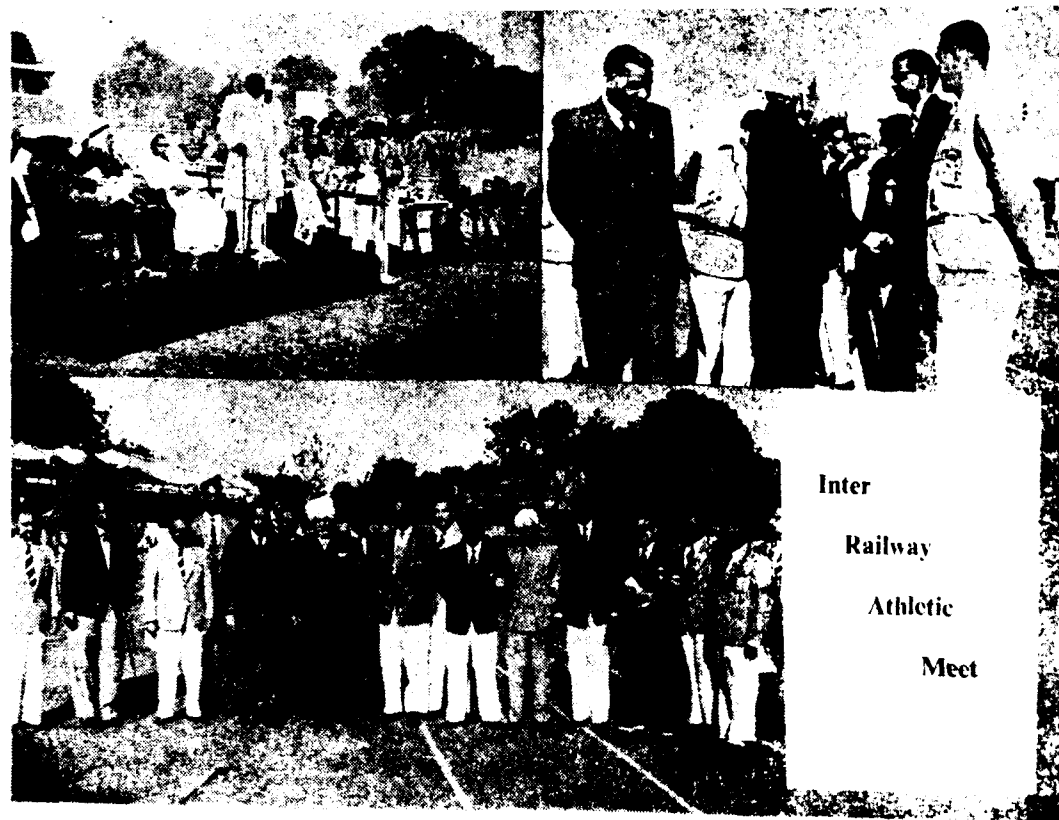
Shri T. S. Parthasarathy, DS BZA switched on the electric lights at Pasivedala on 30-12-1960



Mr. Khader Khan, Jamedar of Peons, G.M. (Works Branch), Southern Railway, Madras. Appointed on 8-7-'20. Retired on 13-12-'60

Mr. R. Krishnan, son of Mr. S. Ramanathan, Senior Accountant, Southern Railway, left for Paris on 16-11-1960 for advanced research work in physics. He is being aided by the French Government and is being sponsored by the National Physical Laboratory, New Delhi, of which he is an employee





SOUTHERN RAILWAY

GUNTAKAL DIVISION

TENDER NOTICE No. 48

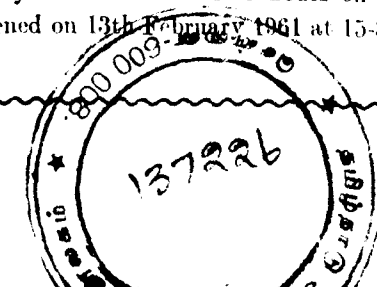
The Divisional Superintendent (Works Branch), Southern Railway, Guntakal, invites separate sealed tenders for the following works upto 15-00 hours on Monday the 13th February 1961:—

Serial No.	NAME OF WORK	Approximate cash value	Earnest money
		Rs.	Rs.
1	Raichur--Provision of a Running Room to accommodate 45 beds	67,900	1,700
2	Supply of hard stone ballast alongside the Railway line from mile 140.0 to 142½ between Nandalur and Vontimitta Stations	42,360	1,060
3	Supply of hard stone ballast alongside the Railway line from mile 142½ to 145.0 between Mantapampalle and Vontimitta Stations	39,040	980
4	Supply of hard stone ballast alongside the Railway line from mile 145.0 to 148.0 between Mantapampalle and Kanamalopalle Stations	48,470	1,210

Earnest money as detailed above should be paid in advance to the Divisional Pay Master, Southern Railway, Guntakal, within 16-00 hours on Friday the 10th February 1961 and the receipt thereof attached to the tender *without fail*.

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 Divisional Superintendent (Works Branch), Southern Railway, Guntakal, on production of a receipt for the sum of Rs. 10 towards the cost of each set of tender form paid to the Divisional Pay Master, Southern Railway, Guntakal or any Station Master on the Southern Railway on or before 12-00 hours on Friday the 10th February 1961. Tenders will be opened on 13th February 1961 at 15-30 hours.



SOUTHERN RAILWAY

TENDER NOTICE

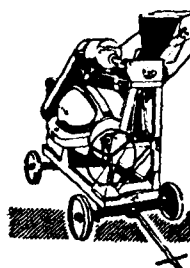
Madras Central Station: Fabrication, supply and erection of steel work, Rain water down pipes, guttering, etc., required for the work "Proposed Covering Over Platforms Nos. 1, 2, 3, 4, 5, 6, 7 & 8 at Madras Central Station".

The last dates for sale of tender forms, payment of earnest money, receipt of tenders and opening of tenders for the above work have been extended as below:—

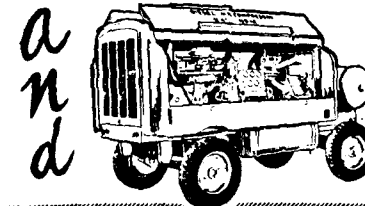
1. Last date of sale of tender forms ... upto 15-00 hours on 3-2-1961
2. Last date for payment of earnest money... upto 15-00 hours on 6-2-1961
3. Last date of receipt of sealed tenders ... upto 16-00 hours on 8-2-1961
4. Time and date of opening the tenders ... at 12-00 hours on 9-2-1961

Other conditions will remain the same. Further particulars can be had from the Chief Engineer, Southern Railway, Madras-3.

Ask Jacks about it!

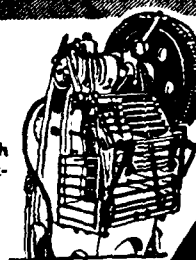


Winget
concrete mixer
model 7 TH/C, 10/7 cub.
ft. capacity, for faster
output.

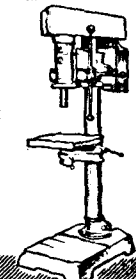


MAW - INDIA
AIR COMPRESSORS
capacities
ranging from
105 to 600 cfm.

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Interlock guards with
safe automatic adjust-
ments.

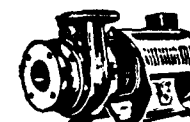


PUSCO
DRILLING MACHINES
all geared drive (bench
type) for dependability
and accuracy.

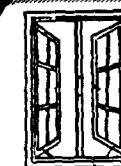


**SAVE
FOREIGN
EXCHANGE**

WORTHINGTON - SIMPSON

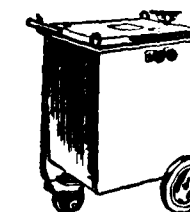


MONOBLOC
CENTRIFUGAL PUMPS
for irrigation, domestic
& industrial applications



**STEEL WINDOWS,
DOORS
&
VENTILATORS**

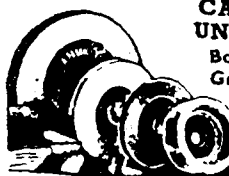
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portable and eco-
nomical to operate.



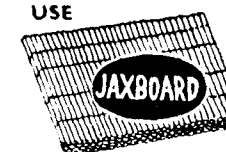
**STEEL
FURNITURE**
office tables and chairs,
cupboards with lockers
and mirror, canteen
furniture, folding
chairs etc.



**CARBORUNDUM
UNIVERSAL LTD.**
Bonded abrasives,
Grinding wheels,
Segments, Rubbing
bricks, Sharpening
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(Polyethylene)
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for conveying
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and other corro-
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for longer
timber life.



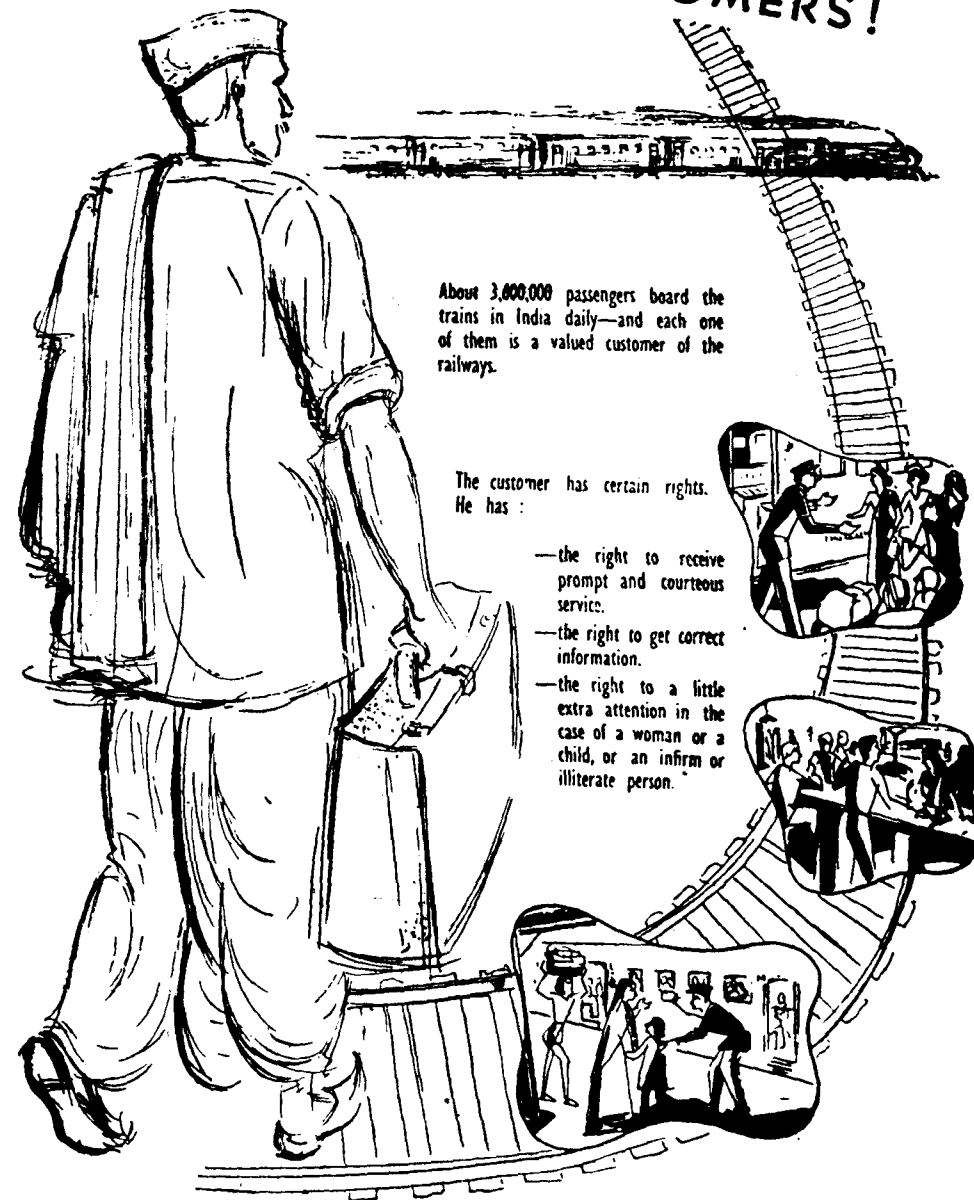
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SHAKAT BUILDINGS,
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- the right to get correct information.
- the right to a little extra attention in the case of a woman or a child, or an infirm or illiterate person.



Issued by SOUTHERN RAILWAY