

Daulatpur College Magazine (for March)\*; Scottish Churches College Magazine (for August). B. M. College Magazine (for August); and Carmichael College Magazine, Rungpur (Autumn Issue.)

We are also in receipt of the first number of the newly started Burdwan Raj College Magazine. Its get-up is excellent and it is full of interesting articles from cover to cover. We wish our new-born contemporary a long and prosperous career.

Another magazine—the Narasinha Dutt Callege Magazine has sprung into existence, and its first number is just to hand. It also contains much readable matter. We wish our new-born sister a successful career.

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## DHANBAD BY ROAD

It is needless to say that Dhanbad is a very pleasant change from Calcutta. But very few persons know that it is quite an easy one day drive from Calcutta to Dhanbad. There was a talk of sending a car to one of our relatives at Dhanbad for his personal use there. But to send a car by train involves much trouble and heavy expenses, and so simultaneously with the dropping of the proposal of sending it by train the idea of sending it by road struck us and we calculated that the road expenses would be much less than train freight. Moreover this trip by road would be quite nice and pleasant and we would be able to gather a new experience if we went with the car by road.

After much discussion we came to the conclusion that it should be possible for us to reach there by car approximately in ten hours, including stoppages. We thought of going at the rate of 25 miles per hour, allowances being made for meals, if required, and loss of time at Burdwan and Asansol.

But owing to an unnecessary delay at the two places mentioned above we reached Dhanbad in darkness and the total time taken was 14 hours and 15 minutes.

The car in which we made the trip was absolutely a new one and did not give us any trouble except on one occasion, which happened not very far from Calcutta ; otherwise we had quite a pleasant journey. At a place about eight miles from Calcutta the engine suddenly stopped owing to the carburator receiving an insufficient supply of petrol. The driver was a good mechanic and he set it all right in a very short time. After that we had no trouble at all.

We did not make the trip to beat any record but only to enjoy ourselves and this we did to our hearts' content. We reached Dhanbad quite comfortably in one day without the slightest sign of any strain or fatigue. The highest speed recorded was 40 miles per hour and this was only for a very short distance, not even half a mile. Generally speaking, we went at the speed of 20 to 28 miles per hour and this was, to us at least, the most comfortable riding speed of the car which was a 509 Model Fiat.

We left home punctually at 5-30 in the morning. Our first halt was at a place about 8 miles from Calcutta. Our next halt could in no way be avoided. This was at Baidyabaty before a level-crossing the gates of which were closed until the Down Punjab Mail passed the crossing. At 8-15 we stopped under the shade of a tree about 32 miles from Calcutta for tiffin. We had our tiffin which we brought with us and left the place at 8-50 and had a non-stop drive to Burdwan where we arrived punctually at 10-30 A. M. We had our lunch there and stayed a little over three hours and left the place at 1-45 P. M. Next we halted at Asansol (5-10 P.M). Here we had our tea and also consumed *puri* and a quantity of meat which were kindly offered to us by a relation of ours. We left Asansol at 5-55 and reached Dhanbad—our destination, at 7, 45 in the evening.

The weather was all the way favourable and we had neither sun nor rain throughout the drive.

But the Grand Trunk Road up to Asansol was not at all good for a smooth drive ; almost the whole of the way was under repairs and this gave us a lot of trouble at times. After Asansol the road was exceptionally beautiful. Apart from this, another thing which interfered seriously with the speed of the car was the bullock carts and the cattle. In spite of continuous blowing the electric horn they did not pay any heed to it and would not easily move aside to clear the passage. The cattle hindered the speed of the car in such a manner and stopped the car at times in such a way that they seemed to be stationed there on duty to act as police men, as if to warn the drivers to slow down the speed of their cars lest their cars would turn somersault owing to rash driving. With all these difficulties we had an enjoyable trip and will not fall back if we are presented with another opportunity to do so.

Dhanbad station is 179 miles from here. But the distance between our place and the place where we stopped is 188 miles. Total time taken including stoppages was 14 hours and 15 minutes and the total running time was 9 hours. Average speed was about 21 miles per hour.

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