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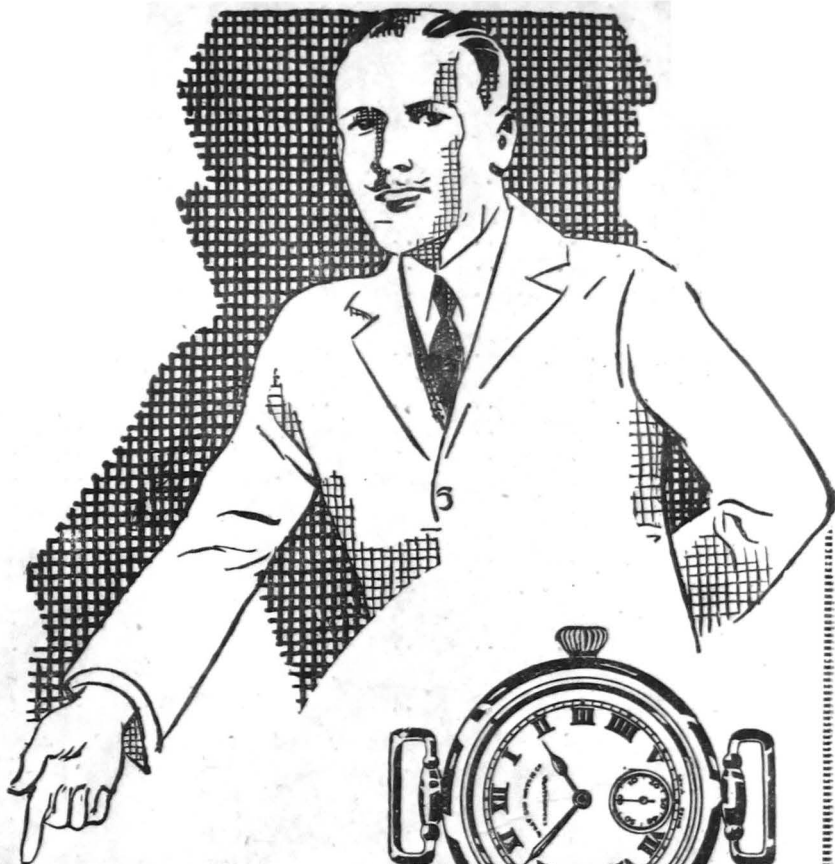
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- A WORD TO THE READER.

Probably all of us have felt annoyed, at one time or another when, away from home, we have had to listen to some pompous, unseeing traveller dismiss our native village, town, or city, in an inadequate phrase which plainly tells that at the most he has spent one night there—and most of that night supporting the hotel bar or Miss Greta Garbo. Should Birmingham become the subject of conversation he automatically remarks: “Oh yes! The Black Country.” But the Birmingham man sits silent, thinking of the glow of foundry furnaces against the night sky, of autumn in the Lickey Hills or by Olton Pool, of the dusty second-hand book shops in John Bright Street, and of a hundred surprising haunts where he knows just the right hour to discover interest and beauty.

The first thing, therefore, that the visitor to Bombay should be told, is that he or she can get to know very little about the city during a stay lasting only a day or a week. Bombay is generally acknowledged to come after Constantinople as the second most cosmopolitan city in the world. Beside the multitude of Indians (divided into Hindus, Mahomedans, Sikhs, Parsis, Goans, and other diverse communities) living in the city, there are Afghans, Americans, Arabs, Chinese, Englishmen, Frenchmen, Germans, Italians, Japanese, and Scots—the majority with their different languages, different attire, different

ways and places of worship, and different clubs. Further, Bombay by day is not the same as Bombay by night, nor Bombay in fine weather the same as Bombay in the monsoon.

Having thus put the reader into an appropriately humble state of mind, we must confess that it is yet possible for a traveller to see many unique and fascinating sights in Bombay, even though his stay may last only twenty-four hours ; for being compactly situated on a smallish island, the city can be traversed and encircled in quite a short time. The purpose of the following pages is to enable travellers to make the most of their stay in the city, however brief.

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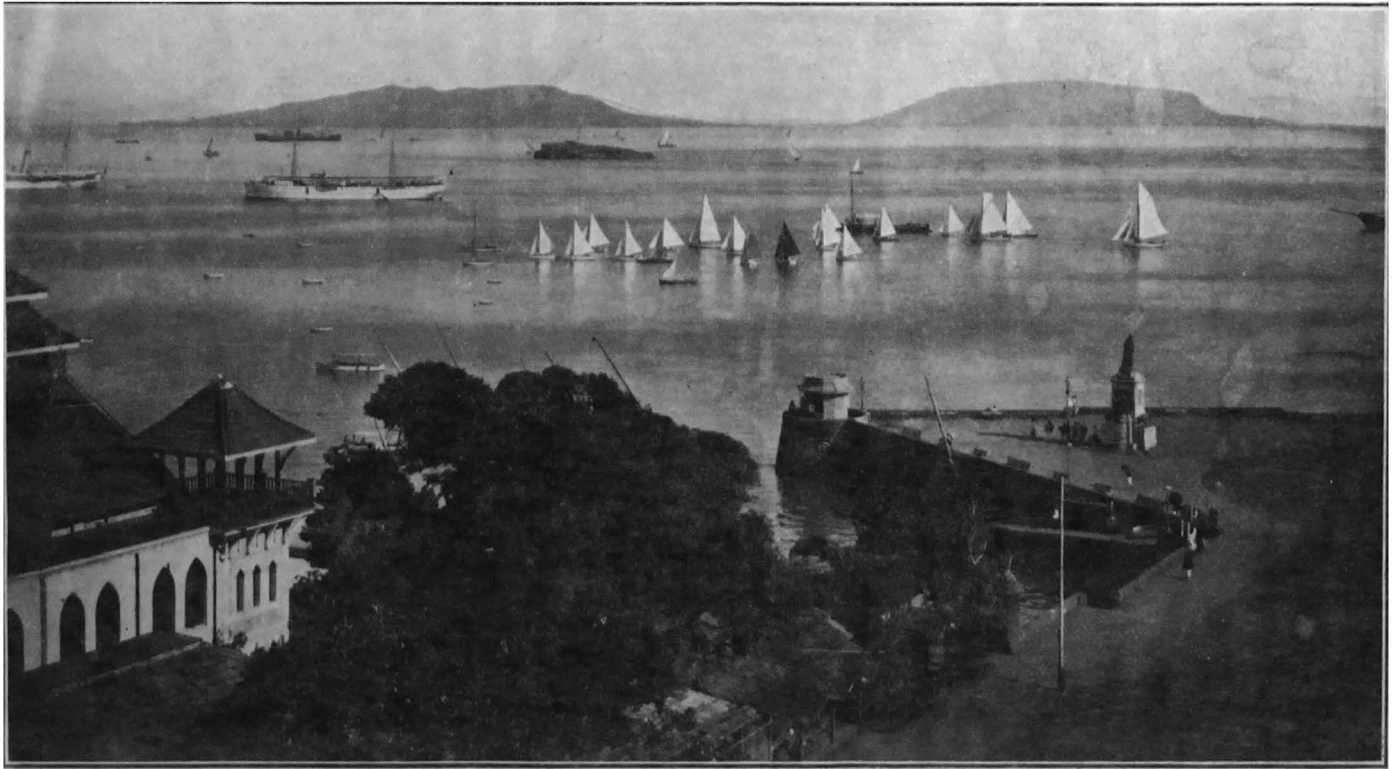
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The Harbour.

CHAPTER I.

THE GATEWAY OF INDIA.

Most people see Bombay for the first time from the sea. Passing between two stalwart lighthouses (Kennery on the right or south, and the Prongs on the left or north) they enter the harbour probably before daybreak, for the majority of passenger ships aim at arriving in the early hours of the morning. The wise will get up early to witness an unforgettable scene. Away to the left is a long, low line of lights, while from the tower above the Ballard Pier a Morse signal light flashes instructions to the incoming ship. As day breaks buildings become distinguishable, lights go out one by one, and the miscellaneous noises of a waking city are carried out to sea.

At last the sun rises to reveal one of the loveliest harbours in the world. Seeing it one can readily understand why some writers have argued that the word Bombay is derived from the Portuguese "Buon Bahia," or Boon Bay. But local historians have proved pretty well irrefutably that the word Bombay is directly derived from the goddess Mumba, the patron deity of the pre-Christian Kolis, who were the earliest inhabitants of the island.

Facing the city at the other side of the harbour, piling one behind another, are hills which form part of the massive structure of the Western Ghats—a mountain range running north and south for hundreds of miles, never very far from the western coast of India. In the stream lies a medley of shipping, made up of prosperous-looking passenger and cargo ships, shabby tramps, dhows, perhaps a man-of-war, and other local sailing craft.

Thus the visitor's first impression is the right one; Bombay is first and foremost a harbour and port. It has been ever since the East was discovered by the West some four hundred years ago, and it will be for many hundreds of years to come. The air mail will make no difference to the number of people passing through Bombay, for in time Bombay will itself become an important air port. Many of us believe that the most practicable extension of the England-India air mail service will be achieved by the use of flying-boats between Karachi, Bombay, and Colombo. Flying boats would be able to make a perfectly safe landing (it ought to be seaing) in the harbour, coming much nearer to the centre of the city than land planes, which at present cannot come any nearer to Bombay than Juhu aerodrome, about fifteen miles away. Almost everyone, therefore, entering and leaving India, and a large percentage of India's exports and imports have to pass through Bombay. And Bombay is an exceedingly efficient clearing house, both for passengers and goods.

Every visitor who wishes to see the real Bombay should make time for a drive or, better still, a walk, round the Alexandra Dock. Bombay's first dock-yard was built in 1736. There are now three—the Alexandra, the Victoria, and the Prince's, with a sea face of 700 yards and a total area of nearly 200 acres. Of these the Alexandra is perhaps the most fascinating, for it is here that the largest ships load and unload. The rattle of cranes and winches, and the weird chanting of labouring coolies, may be heard at all hours of the day and night. If you inspect the crates and bales being handled you will discover that those being brought ashore contain mainly piecegoods, metals and machinery, and that

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those being taken on board contain mainly raw cotton, grain, and seeds. Here are the ships of all nations—British ships bound for ports all over the British Empire, Italian ships bound for Genoa and Venice, German ships bound for Hamburg and the Baltic ports, Dutch ships bound for Amsterdam and Rotterdam, Japanese ships bound for China and Japan. These are the regular visitors. Occasionally there come also Greek, Norwegian and other foreign vessels. The railway comes down to the dockside, freight trains carrying goods to and from all parts of India.



Mail ship about to leave Ballard Pier.

The port of Bombay is administered by the Bombay Port Trust, consisting of a board of trustees, some nominated by Government and the others elected by the Chamber of Commerce, Indian Merchants' Chamber, Municipality, and Millowners' Association.

Passengers embark and disembark at the Ballard Pier, a conveniently spacious, if not exactly handsome, landing stage. The railway comes down to the Ballard Pier, too. Expresses attend the arrival and departure of mail ships, conveying those who have no time to spend in Bombay to and from Calcutta and the North-West Frontier. Those who intend to see Bombay will find a host of opulent-looking taxis waiting at the pier. Bombay taxis are the best in the world.

CHAPTER II.

AN ISLAND CITY.

You cannot live on a small island, especially in these days of fast transport, without knowing it very soon. Bombay has been built on a narrow island eleven miles long and three miles broad, running roughly north and south, separated from the mainland by a tidal creek which is bridged by two railways and two roads. Where the one island lies to-day there were originally seven, little more than unhealthy swamps. Engineers have reclaimed a great deal of land from the sea and made it fit to live on, and this process of reclamation still continues.

The advantages of Bombay's insular position, apart from those connected with trade, are considerable. As they go about the city each day Bombay people get pleasant glimpses of the sea, now in one mood now in another. Many of them live in homes whose windows and verandahs overlook the Indian Ocean and trap whatever breeze is blowing from it. And practically all of them enjoy the excellent fish caught around Bombay—a table luxury not known in many other Indian towns. Municipal administration is made easier because of the clear definition of the city's boundaries.

But the disadvantage of Bombay's insular position are also considerable. There is no room for the city to expand, and like all modern cities Bombay wants to. It is seldom realised that after

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London Bombay is the most populous city in the British Empire. According to the census of 1921 the number of persons per square mile in Bombay was 48,996, compared with 21,412 in Calcutta. A new census is being arranged for as we write (November, 1930), but it is unlikely that this number will be lessened. This means that there is overcrowding in the city, and that there are slums which demoralise the folk living there and endanger the health of the community. Needless to say an effort is being made to rid the city of its slums, but progress is slow for the same reasons that slum clearance is slow in other cities of the world. There is also a shortage of playing fields and the nearest aerodrome at Juhu is situated fifteen miles away from the centre of the city.

EARLY DAYS.

A schoolboy once informed his examiners that Bombay was given to England by Henrietta Maria as a diary. This is not quite accurate. What really happened was that the Portuguese gave Bombay to England as part of the dowry of faithful Catherine of Braganza when she married King Charles II. They did not realise the value of the gift at the time, though a few men on the spot did and vainly tried to persuade Portugal not to part with the island.

Bombay has no history before the Portuguese occupation worthy of a hurried visitor's attention. The Portuguese took possession of the island probably in 1529. Vasco da Gama had reached Calicut, further south, in 1498. By 1505 the Portuguese had achieved such prestige that they laid down the law wherever they went in India. Goa was their metropolis, and they used Bombay chiefly as a harbour till they handed it over to the English in 1661. The

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presence of several Portuguese churches in the city, and the frequent occurrence of such names as D'Souza D'Andrade, Godinho, Da Cunha, and Pereira, still testify to-day to the Portuguese settlement of three hundred years ago.

THE ENGLISH TAKE OVER.

The occupation of Bombay by the English took place in 1665, and in 1668 Bombay was transferred to the East India Company. It is necessary for the purpose of this small book to compress into a few sentences the history of Bombay from those times to the present day. Only the salient events can be mentioned here. If the reader wants fuller details he must turn to more ambitious works.

At the time of the English occupation Bombay was threatened by an invasion from the north by the Mahrattas, one of the few warlike Hindu communities. The Malabar pirates who had their headquarters in the Bassein and Thana creeks were also making a nuisance of themselves. So Lord Aungier, the first Governor of the city, a man of unusual tact and charm, quickly got to work and in a relatively short time fortified the place against invasion and brought all sections of the community together as they had never been brought together before. The population of the city began to increase rapidly. In eight years it grew from ten to sixty thousand with the inevitable result that disease broke out right and left because of over-crowding and inadequate sanitation. Lord Aungier accomplished the task of draining the unhealthy swamps, built a hospital and courts of justice, and carried out many other improvements. Meanwhile the population and reputation of Bombay steadily increased. In 1803 a great fire broke out

which wrought enormous destruction—but destruction which was followed by the construction of a more open and healthier city.

When the Mahratta invaders were finally overcome in 1819 Bombay began to enjoy a long period of prosperity. Its importance as a port and naval base had already been acknowledged by Government. The opening of the Suez Canal greatly stimulated the cotton industry, Bombay's most important industry. In the early sixties of last century the price of cotton fell to such a low figure that many of the manufacturers and speculators were ruined. But by 1890 business was flourishing again, and since then the mills have had a long spell of success until quite recently. Now they are threatened with complete ruin owing to Japanese competition and the boycott organised by the Indian National Congress as part of its programme to secure national independence.

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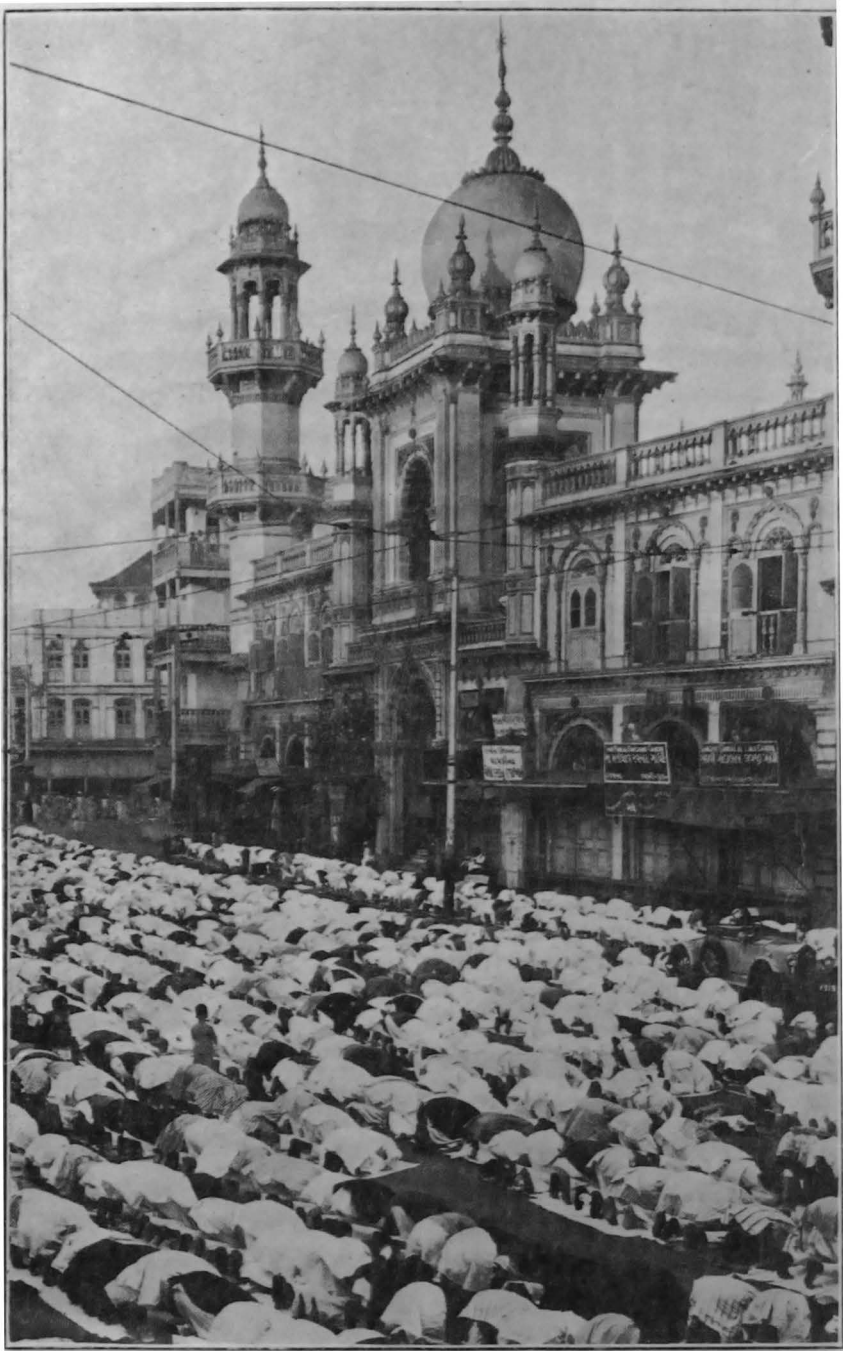
CHAPTER III.

THE PEOPLE OF BOMBAY.

In his illuminating book *America Comes Of Age*, M. Andre Siegfried points out that the most complex social problem in the United States to-day is how Anglo-Saxon Americans, Irishmen, Italians, Germans, Russian Poles, Portuguese, Greeks, Africans, Quakers, Lutherans, Calvinists, Jews and Roman Catholics, shall live together. The problem is not unknown in Bombay, the home of a wide assortment of races and religions.

Thus the visitor must not be surprised to see a police constable (blue uniform with bright yellow cap) escorting anyone driving cattle to slaughter. The driver is a Mahomedan, and he needs police protection because the cows he is taking to slaughter are sacred animals in the eyes of orthodox Hindus. Serious riots have broken out in Bombay from time to time in which Hindus and Mahomedans have thought nothing of taking each other's lives, and the Mahomedans' slaughter of cows has often been one of the causes. Another has been the playing of music by Hindus outside mosques when Mahomedans are at worship. In February 1929, partly because a silly rumour got about that Pathans were kidnapping Hindu boys, over a hundred people were killed and many more wounded in Hindu-Moslem riots in the streets of Bombay.

The majority of Indians in Bombay are Hindus. (According to the Simon Report Hinduism accounts



Prayers at Jumma Masjid, Pydhownie.

for one half of the total inhabitants of the British Empire). After a short stay in India the visitor can usually tell by glancing at a man's dress whether he is Hindu, Mahomedan, Parsi or Sikh. Marathi and Gujerati are the two languages principally spoken by Bombay Hindus. Practically all of them, of course, know English, which is the unfailing *lingua franca*. There are many temples in the city, but the European must have special influence if he is to see inside them.

Mahomedans though in a minority are a community of some consequence. They have several mosques in the city, of which the Jumma Masjid in Sheikh Memon Street is the most famous. So long as they remove their shoes, "infidels" are permitted to enter mosques.

The Parsi community, though one of the smallest, is the most Westernized and probably the most influential. Parsis follow the religion of Zoroaster, speak Gujerati, and trace their origin from Persia. They number less than half a million but the majority of great business houses are owned by them. In appearance they are slightly fairer than Hindus and Mahomedans.

Sikhs, who are monotheistic Hindus, are usually distinguishable by their height and fine beards. But there are not many Sikhs in Bombay. Not a few of them are taxi-drivers. There are other communities and divisions, too, but the hurried traveller will not want to be bothered with learning about them.

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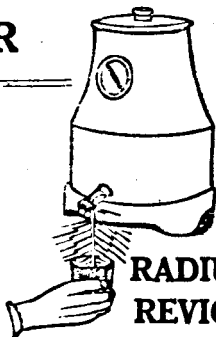
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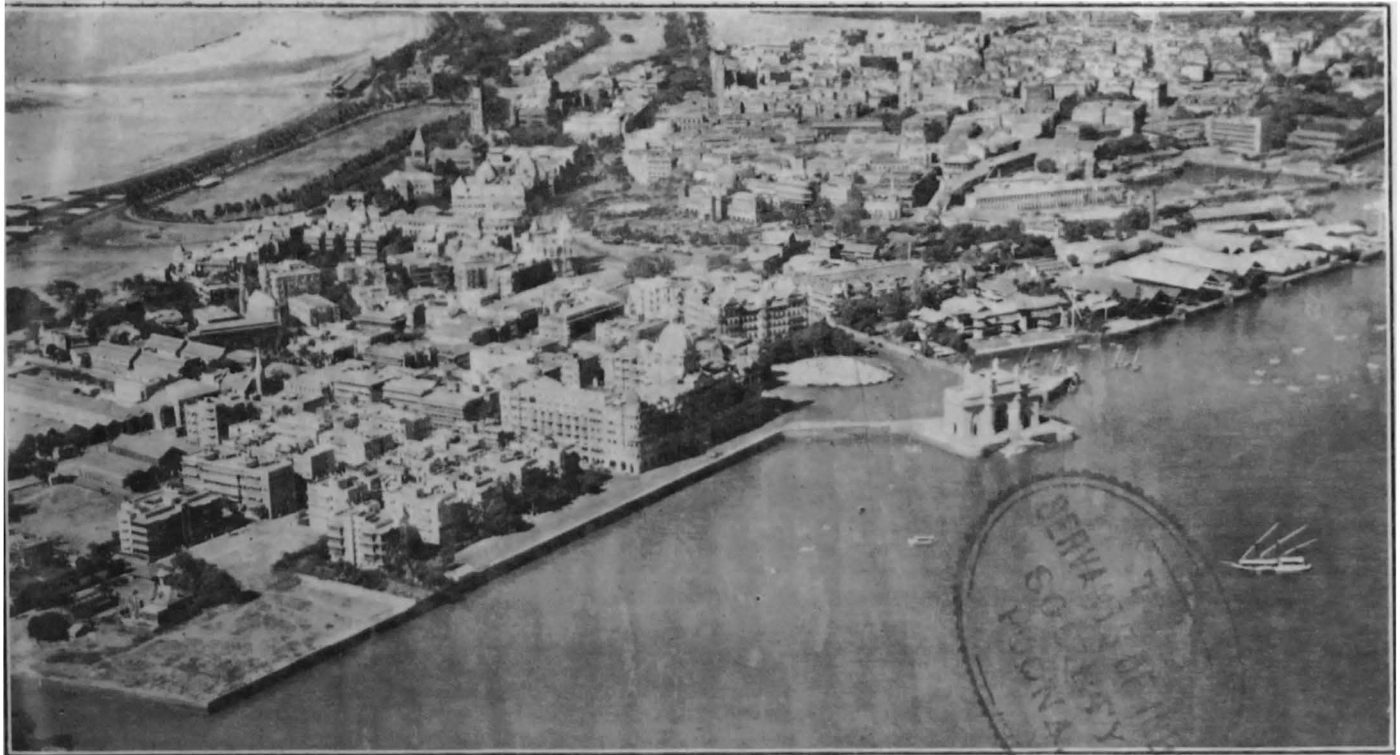
CHAPTER IV. WHAT TO SEE IN BOMBAY.

THE GATEWAY OF INDIA.

It will be convenient to assume that the visitor to Bombay begins his or her expeditions from the Gateway of India on the Apollo Bunder. The Gateway of India, which was designed by Mr. George Wittet, is undoubtedly the most impressive piece of architecture in the city. It is used only by the King, members of the Royal Family, the King's representatives, and very distinguished foreigners. When any such personage comes to India, a launch meets his ship while it is still in the stream and conveys him to the Gateway where he is officially welcomed with a salute of guns. At the end of day hundreds of people, mostly Parsis, gather at the Gateway of India to enjoy the view and the evening breeze.

COLABA.

From the Gateway of India it is only ten minutes' run by car to Colaba, the southernmost end of the island. In itself Colaba is a dull and ugly place, but it is worth visiting because of the lovely views obtainable from it and because it will give the visitor some idea of the extent to which Bombay is an island city. Tell your driver to take you to Cuffe Parade. From here you will get a pleasing view of Back Bay with Malabar Hill at the far side. At the end of the promontory, Malabar Point, can be seen Government House, the home of the Governor of Bombay. In the foreground the work of reclaiming previous land from the sea can be seen going on. It



The Taj Mahal Hotel, The Gateway of India, and the Yacht Club;

is by reclamation of this sort that Bombay has been built.

Although there is a large number of private flats and bungalows in Colaba, it is really a district which has been specially set apart for the housing and training of the troops necessary for defending and maintaining law and order in the island. Beyond Cuffe Parade lie barracks and hospitals and the Afghan Memorial Church. This Church, opened in 1858, was built as a memorial to officers and men of the British Army who lost their lives in the Afghan War. Its spire is a notable landmark for many miles around.

The terminal station of the Bombay, Baroda and Central Indian Railway is also situated at Colaba at present. But a new terminus is being built at Bellasis Road as we write and will be opened by the time these words are in print.

Let us leave Colaba and return to the Gateway of India, feeling grateful that the worst is over.

THE FORT.

The part of Bombay the visitor should see next is generally known as the Fort, corresponding to "the city" in London or "down-town" in New York. It is the chief business and shopping centre and contains the oldest buildings in the city.

If the visitor sets out for the Fort from the Gateway of India he will see the Hotel Taj Mahal, Bombay's largest hotel, on his left. It was built in 1905 by the Tatas, a Parsi family. Owing to a bad mistake on somebody's part, it is said, the hotel was built back to front. Certainly it would be pleasanter if what is now the front were facing the sea. On the right is the Royal Bombay Yacht Club, a



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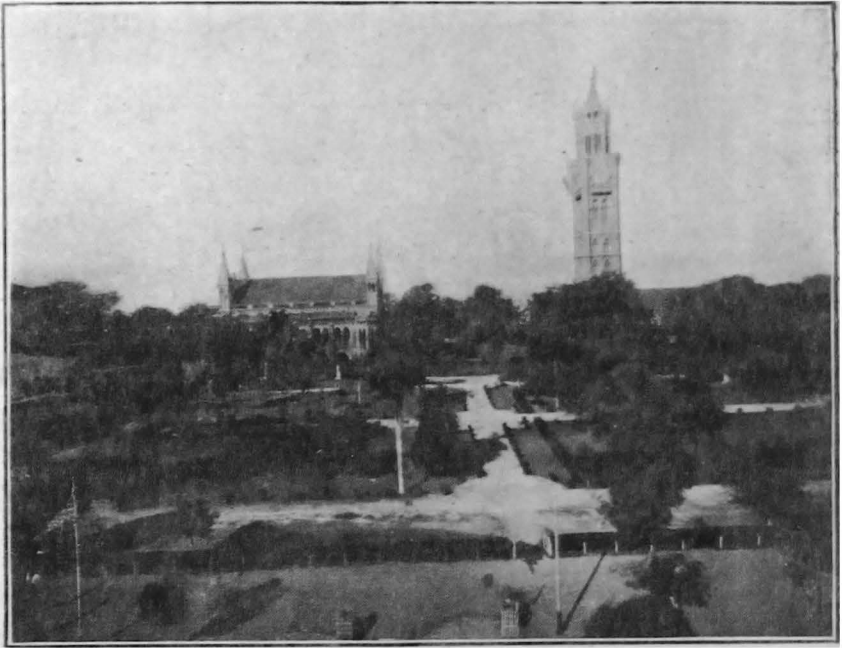


combination of Gothic and Swiss architecture, one of the principal European clubs.

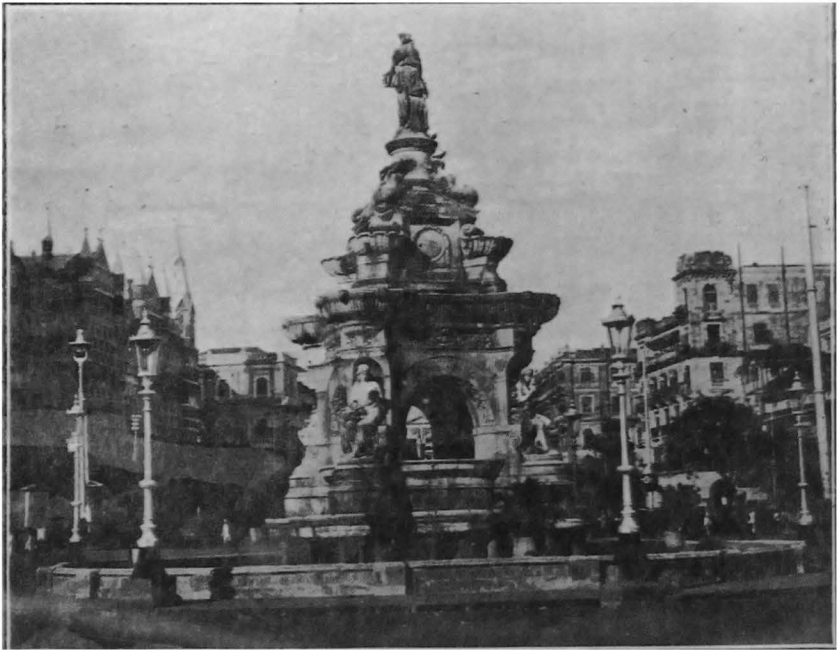
At the end of the same road, on the right, is the new Bombay Legislative Council Chamber. From here is governed the Bombay Presidency—an area larger than the whole of Italy. The Council Chamber is cooled by a special apparatus which keeps the temperature inside always two or three degrees lower than the temperature outside. We recommend the visitor, if the Council is in session, to spend an hour or more in the Visitor's Gallery listening to the debates. Business is carried on in much the same way as it is in the House of Commons, and the majority of speeches, though not all, are in English.

Near the Legislative Council Chamber, at the beginning of Esplanade Road, is the Prince of Wales Museum, recognisable by the dome. The Museum is well worth a visit. Besides containing an ample collection of objects illustrating the history, geology, and fauna of India, it is also Bombay's only art gallery. Opposite is the Cowasji Jehangir Hall, used for Conferences, concerts and lectures. Mr. "Pussyfoot" Johnson made his debut in India on the platform of the Cowasji Jehangir Hall.

Proceeding north for a short distance towards the centre of the City one soon comes upon the first of the large European-run shops. Just past the Army and Navy Stores, on the left, is the back of the University; go down one of the side roads leading into Mayo Road and you will then see the front, which overlooks a grassy maidan known as the Oval. The University buildings were designed by Sir Giles Gilbert Scott, the designer of the new cathedral in Liverpool, but they do not represent Gilbert Scott at his best. The University's most striking



Bombay University and the Clock Tower.

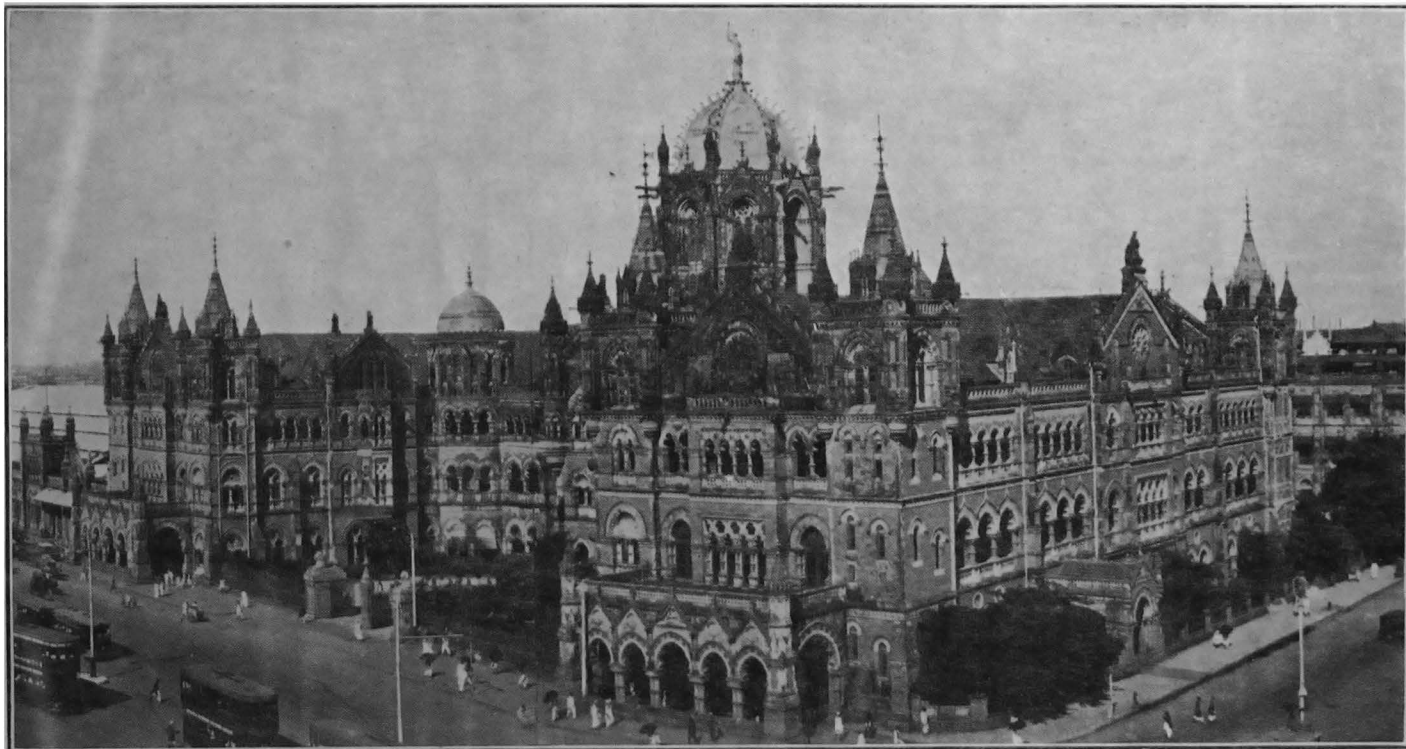


Flora Fountain.

feature is the three-hundred-foot-high Rajabai Clock Tower, which is visible from many parts of the City. Many years ago the Clock Tower used to peal forth hymn-tunes on Sundays, and on weekdays "God Save the Queen" and "Home, Sweet Home," in the manner of the bells of Bath Abbey. But now-a-days the Clock Tower is strictly utilitarian and chimes the hours only.

Continuing along Mayo Road towards Churchgate, one passes the High Court on the right. It is a crudely-designed building due to the fact that the plans were entrusted to an amateur architect. Next door is the Public Works Department Secretariat, a building which cannot be seen to great advantage because it is faced by the block constituting the Telegraph Offices. The Bombay Government Secretariat is also situated in Mayo Road—a building with no other redeeming feature than that those who work there enjoy a pleasant view and are fanned whatever breeze there is coming from the sea. At the Queen's Road end of Churchgate opposite the station stand the B. B. & C. I. Railway Administration Offices which form one of Bombay's most handsome buildings. At night the dome is effectively illuminated in the manner so fashionable at present in Western cities.

At the other end of Churchgate is St. Thomas's Cathedral. The Cathedral was built in 1718 as a Garrison Church and has the distinction of being the oldest Anglican church in the whole of India. Neither the exterior nor the interior are particularly beautiful. The interior is disfigured by a galaxy of hideous tablets. Yet to read the inscriptions on these tablets which tell of English men and women who have served India loyally and died a long way from home is a moving experience. Besides they



Victoria Terminus.

give the congregation something to do when the sermon is dull.

From the Cathedral to the Town Hall is a minute's walk. The original object of building it was to provide a hall for public meetings and entertainments. It was finished in 1833, having taken twelve years to construct. One of the wings contains the library of the Asiatic Society, the best-stocked lending library in Bombay. Until quite recently the hall itself was used as the meeting place of the Bombay Legislative Council.

Many people in Bombay are unaware of the existence of Bombay Castle for it lies hidden away in a side-street behind the Town Hall and the Mint. The Inspector-General of Ordinance is now established there. The Castle contains many interesting relics of bygone Bombay. When it was built is uncertain. Many of its relics date back to the Seventeenth Century and it is probable that the Castle itself was built about 1680.

And so back to Hornby Road, the centre of European business, where you can buy pretty well everything you can buy in London or New York, and even some things you cannot. Journeying further along Hornby Road one sees the Victoria Terminus ahead on the right, a vast domed mass of stone fretted with point and column and statuary. This building, in addition to being the terminal station of the Great Indian Peninsula Railway, houses the G. I. P. administrative staff. A new wing has been opened recently in which sleeping accommodation has been provided for travellers on condition that no one spends more than one night there.

Opposite the Victoria Terminus are the Municipal Offices, designed by Mr. F. W. Stevens,

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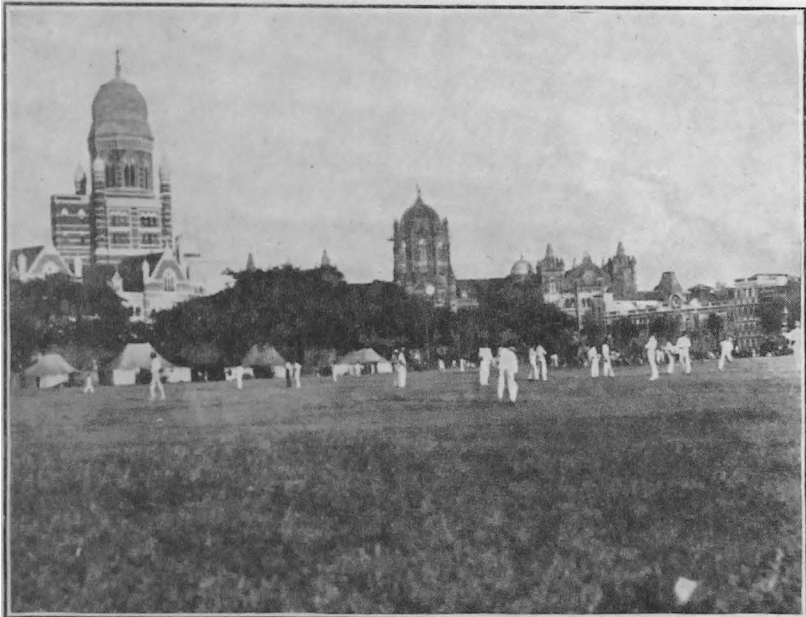
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Opposite Clock Tower, - - BOMBAY.

who was also the architect of the Victoria Terminus. Given a triangular piece of ground the architect had a difficult task but accomplished it creditably. The effect of his design has been somewhat spoilt, however, by an unfortunate choice of brick.

While in the neighbourhood the visitor should have a look at the Esplanade Maidan, a large grassy open space. In normal times it is the playground



A Corner of the Esplanade Maidan shewing Municipal Building (left) and the Victoria Terminus.

of school children. But of late school children have been unlucky, for in the evenings (the best time for playing games) the Maidan has been used by the Bombay Branch of the Indian National Congress to hold meetings and demonstrations against the British Government. The Maidan has been the scene of several clashes between Congress supporters and the police.

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Not far from Victoria Terminus is the General Post Office, another domed building, obviously the work of the architect who designed the Museum. Squatting on the pavement outside are the professional letter-writers. (More than half the population of Bombay, be it remembered, can neither read nor write.) Some of the more up-to-date letter-writers have ancient type-writers in front of them on which they laboriously tap out their clients' messages. This is one of the sights one misses when travelling by car.

Further along Hornby Road, on the left, are the offices of *The Times of India*, a reliable newspaper that circulates all over the country. Still further on is the School of Art, which is well worth a visit. Thanks to Mr. Cecil Burns, a former principal, and Mr. W. E. Gladstone Solomon, the present Principal, the Bombay School of Art, has earned an international reputation. "The guiding principle with Mr. Solomon," says *The Indian Year Book*, "has been to teach the students to draw and to paint what they see; and further to encourage by all possible means their natural progress in the decorative direction towards which their inherent instinct most obviously urges them." The School of Art has of late years enjoyed the patronage of successive Governors of Bombay, and, largely due to the efforts of Sir Leslie Wilson, the Government of India inaugurated a competition for Indian artists in 1927 for the decoration of wall spaces in the new buildings of New Delhi. The result of the competition was that five artists of Bombay, and the students of the Bombay and Lahore Schools of Art were commissioned to paint mural decorations in the new Secretariat buildings.

At the far end of Hornby Road is Crawford Market where early every morning cooks come to

buy meat, fruit, and vegetables for the daily needs of the house. The clock on the tower of Crawford Market seems to be thirty-five minutes slow. It always is; the reason being that it observes local time, while the majority of clocks and people in Bombay observe Indian standard time.

THE BAZAAR.

Immediately, beyond Crawford Market lies the Indian bazaar, which will probably interest the Western visitor more than any other part of Bombay. Abdul Rehman Street is a continuation of Hornby Road, but a very different kind of thoroughfare. The street is narrow and there is no pavement for the pedestrians that throng it. Motor-cars, gharries, trams, bicycles, and bullock-carts, all force their way through, for this is a section of the main road leading out of Bombay into India. To add to the confusion, cows, being held sacred by orthodox Hindus, frequently wander unguided and unmolested up and down the street in the hope of being fed with tit-bits by some kindly person.

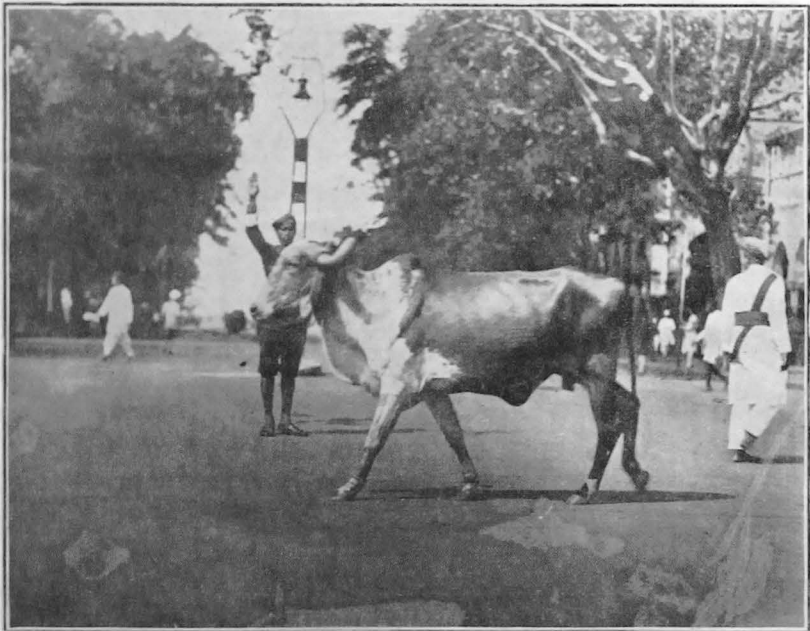
Once having arrived there, the best way to see Abdul Rehman Street, Kalbadevi, Pydhownie, Bhuleshwar, Sheikh Memon Street, and Dongri—all in the heart of the Indian town—is to walk. The shops and the people are unceasingly fascinating, particularly at night when dim light and dark shadows make everybody and everything a mystery.

PAREL.

Abdul Rehman Street leads into Byculla and Parel. Several of Bombay's cotton mills can be seen on either side of the Parel Road. The cotton industry employs more than half the population. Just as in every country of the world labourers are drawn from the countryside, so in Bombay the majority



A Street Scene in Null Bazar.



Holding up the traffic for a Sacred Cow.

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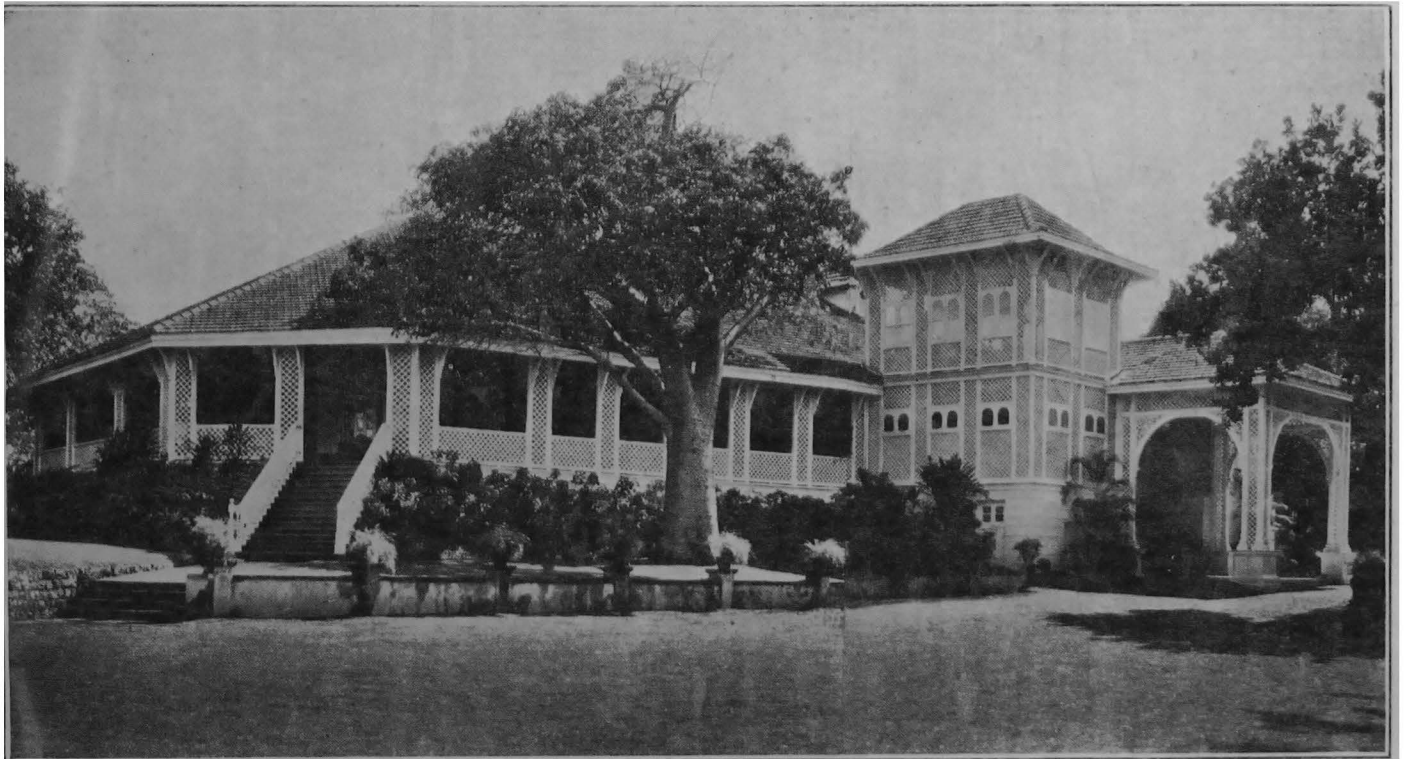
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of cotton-mill workers come from the Konkan—a district which stretches along the coast of the mainland opposite to, and north and south of, the island on which the city is built. “The Indian peasant,” says the Simon Report, “who goes to some busy centre of activity to supplement his income, often lives there under conditions which are almost unimaginable to the British working man. Climate renders possible, and habit makes natural, a state of things which Indian social reformers, working for the improvement of the poorest of their fellow citizens, are bound to take most seriously to heart. When the census of 1921 was taken 70 per cent. of the tenements in Bombay were classified as consisting of only one room, and the average number of persons in this one-room tenement was ascertained to be 4.03 The conditions under which most of the industrial workers live tend to be much worse than the conditions under which they work. The immigrant to the city preserves his village standards of life; conditions which may pass muster in rural areas cannot be observed in a crowded town without creating a slum.” Yet let it be said on behalf of the Municipality that it has to its credit a list of large schemes which are providing light and air in areas formerly the site of insanitary hovels.

The old Government House at Parel is now a Government research laboratory, known as the Haffkine Institute, where anti-plague and antirabies vaccines are prepared for use all over India.

THE VICTORIA GARDENS.

The Victoria Gardens are an oasis in this neighbourhood. They are laid out with winding paths, wide open lawns, and clumps of laburnum and gold mohur trees. The grounds also contain a deer park,



Government House at Bombay.

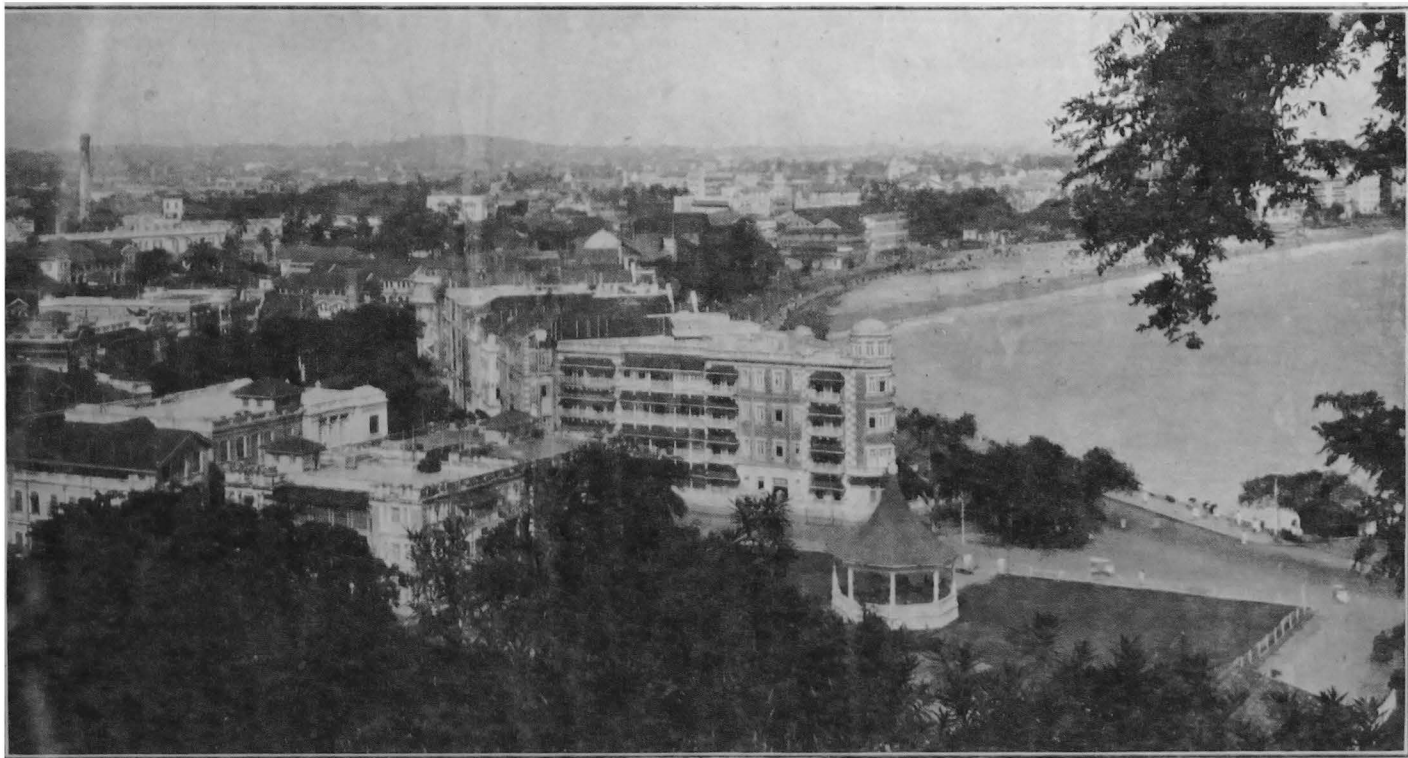
an artificial lake, Bombay's only Zoo, and a museum. The Victoria Gardens and Museum were the outcome of a proposal made at a public meeting held in the Town Hall in 1858 to commemorate the transference of the Government of India from the East India Company to Her Majesty the Queen. Government gave the site. The museum was built by public subscription and contains the remnants of the collection of the old Government Central Museum which was almost completely destroyed during the Mutiny.

MALABAR HILL.

To get to Malabar Hill from the Gateway of India the visitor has to go along Queen's Road. On the right of Queen's Road, immediately past its junction with Princess Street, is the Hindu burning ghat, hidden by a high wall. On the left of Queen's Road run the local electric trains of the B. B. and C. I. Railway. Beyond the railway is Back Bay.

After crossing the railway by means of Sándhurst Bridge the road comes down to the shore at Chowpatty, a favourite resort of Hindus. During religious festivals Hindus bathe in the sea here, submerge images of their deities beneath the water, and at the end of the monsoon throw cocoanuts into the sea to placate the gods on behalf of sailors and fishermen who venture out once again in their boats.

Leaving Chowpatty the road begins to climb Malabar Hill. Half-way up is the gateway to Government House, which cannot be seen from the Road. Government House consists of a number of bungalows on a promontory running out to sea. Sir Mountstuart Elphinstone had only "a pretty cottage" here; but a ball room, a Durbar Hall, and various other buildings have been added since. Though exposed to the wind and rain of the monsoon



A View from the Malabar Hill.

the present Government House is much more agreeable a residence than the old Government House at Parel. As a matter of fact the Governor does not live in Bombay during the monsoon, but at Poona, nearly two thousand feet higher. And in April and May, the hottest time of the year, he lives at Mahableshwar, two thousand feet higher than Poona. The lucky Government moves with him.

On the top of Malabar Hill, near to the Bishop of Bombay's bungalow, a belvedere has been built so that those who wish to may obtain an unobstructed view of the city and the harbour, for this is the view that every visitor to Bombay, however short his or her stay, comes to see. The best time to see it is at sunrise, just before sunset, and after dark. At night the chain of lights made by Back Bay is very beautiful, and is often spoken of as the Queen's Necklace.

Across Ridge Road are the Hanging Gardens from which one can obtain a view of the sea on the other side of the Malabar promontory. Just beyond are the famous Towers of Silence on which the Parsis expose the bodies of their dead to birds of prey. There are five towers standing within an enclosure measuring roughly seven thousand yards. There is also a house of prayer and a temple at whose altar burns a fire which daily consumes hundredweights of sandal wood and aromatic herbs. The sacred fire has never been extinguished since it was lit three hundred years ago, notwithstanding many disorders, sectarian discords, and even wars. The Parsis are very proud of this temple of Zaratushra, as they call Zoroaster.

On Malabar Hill are the homes of the majority of Europeans in Bombay and of many wealthy Indian merchants. Some live in bungalows and others in

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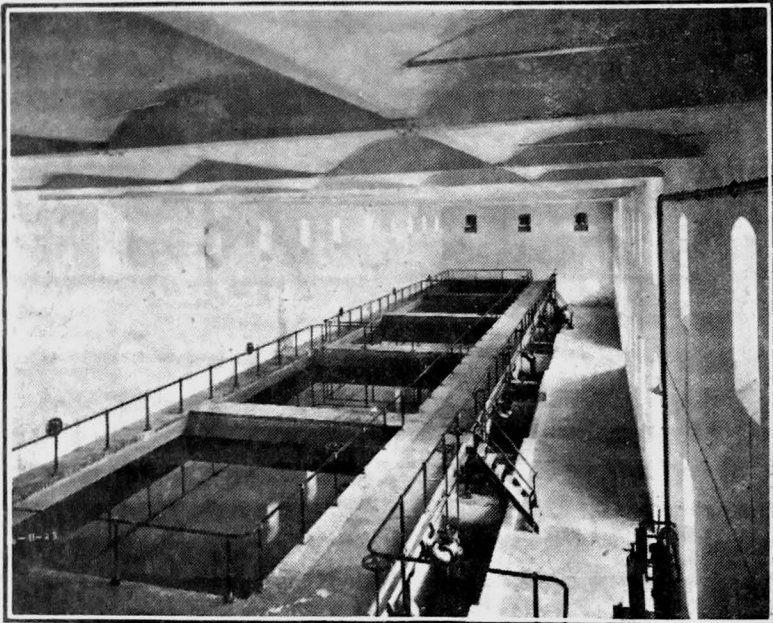
This well known firm commenced its first contract in India in 1911. Subsequently the volume of business increased to such an extent that a separate Company was formed in India to facilitate the study of local conditions and to deal adequately with the increased amount of work on the spot.

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flats. Bachelors often join together in renting a flat or bungalow, which is then known as a "chummy."

From Malabar Hill it is only a mile to Breach Candy swimming bath in Warden Road. The bath is almost entitled to be called a club, for it possesses a bar, two well-equipped swimming pools (indoor and outdoor), a small beach and garden for children, and shaded seats for idle spectators.

Warden Road leads to Hornby Vellard, a palm-girt road built on a dyke which testifies once again to the fact that a great deal of Bombay has been won from the sea. On the right are the Willingdon Club Golf Course and the Race Course. In the distance rise the chimneys of the cotton mills, most of them smokeless, for Bombay industry is mainly driven by electrical power generated from water stored in the hills.

Further on the visitor will notice a group of tall ugly tenements, which are known as chawls. They were built by the Bombay Improvement Trust to house the mill-hands and thereby relieve the foul congestion in other parts of the city. Unfortunately these chawls have been built without any consideration for the needs and requirements of those for whom they were intended, with the result that a large number of them remain unoccupied. Recently the Government found them unexpectedly useful as temporary prisons for Congress law-breakers when other gaols in the city were full. Rising from near the chawls are the aerials of the Indian State Broadcasting Service.

A good breeze often blows along Worli Parade, though sometimes the ozone is tempered with unpleasing scents. Mr. Aldous Huxley has something to say about the odours of Worli in *Point Counter-Point*.

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CHAPTER V.

MOTORING IN AND AROUND BOMBAY.

A motor-car is almost indispensable in Bombay ; and if your stay in the city is longer than a week it will add greatly to your pleasure to buy or hire one. Those whose stay is shorter ought to know that it is possible to make a special agreement about fare with taxi-drivers for almost all runs of over an hour's duration. Before hiring a taxi for a whole morning or afternoon consult someone who knows what the fare ought to be.

On the whole the standard of driving in Bombay is remarkably good. For one thing, every driver is tested by the police before he is given a driving licence. For another, traffic is most efficiently controlled ; in fact anybody who has had experience of traffic control by the police in other cities of India will agree that traffic is much more satisfactorily regulated in Bombay than elsewhere. At two of the busiest junctions in the city the experiment of controlling traffic by means of coloured lights operated by hand has been most successful.

The Bombay motorist's chief complaint is the heavy taxation he has to suffer. He has the comfort of knowing, however, that a considerable portion of it goes to the badly-needed construction and improvement of roads. The Government of India has recently placed at the disposal of the Government of Bombay a sum of Rs. 17,50,000 out of the proceeds of the additional petrol tax for being spent on road

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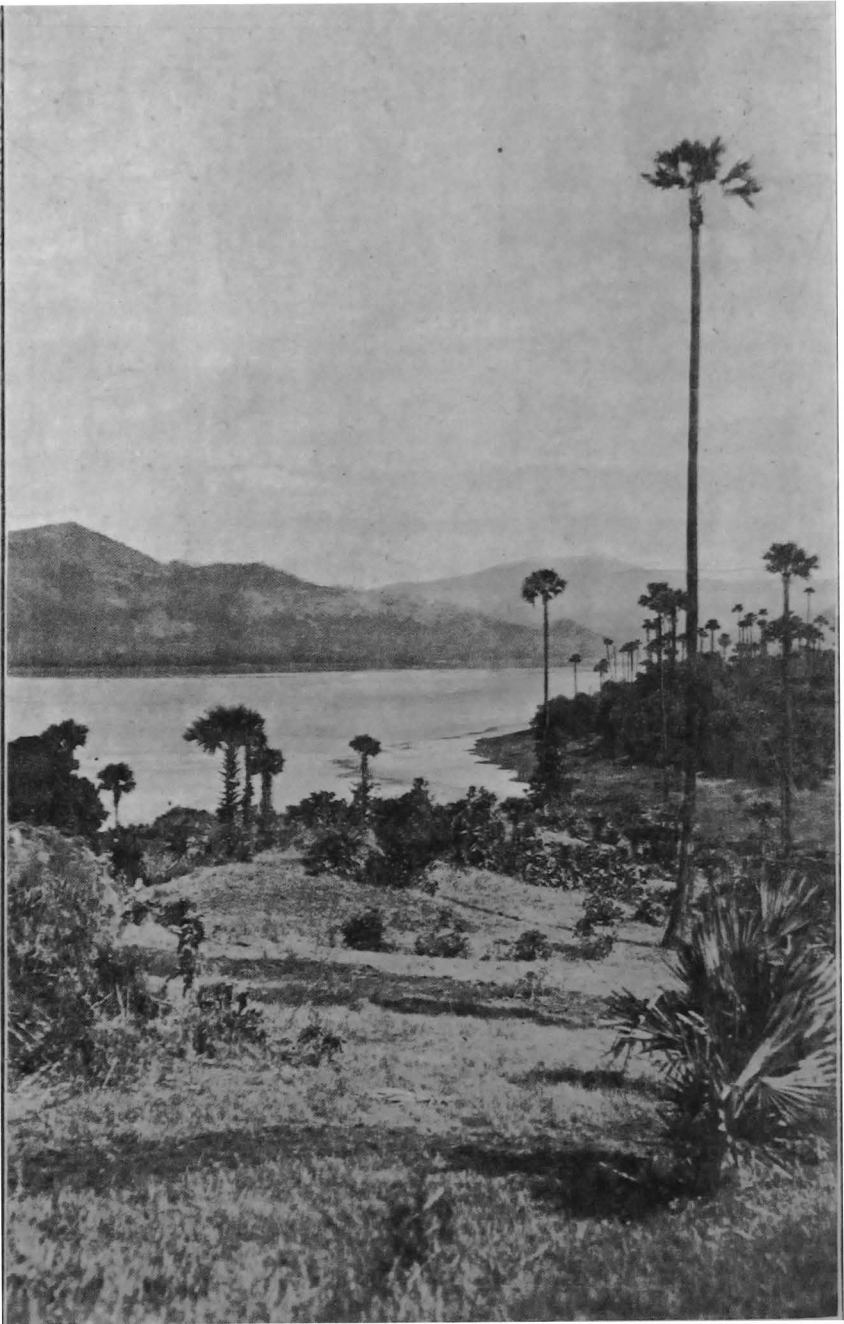
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The Indian investing public has the further guarantees implied by the capital subscribed in the Perpetual Forests Holdings, Ltd., by its Directors, and the fact that the Maintenance Reserve Fund subscribed by it will be invested in Indian Government Securities.



Vihar Lake.

works during the financial year which ends March 31, 1931. The roads of Bombay itself are mostly good; Bombay has a longer mileage of asphalted road than any other city in India. But outside the city roads strike the spoilt Westerner as being rather crude.

Motoring in India is most enjoyable just after the monsoon. Then the countryside is freshly green and all the dust laid. Motoring can be very pleasant during the monsoon, too. But before setting out the motorist should make inquiries about the state of the road. On the Bombay-Nasik road, for example, there are a number of Irish bridges which are sometimes impassable after heavy rain.

The Western India Automobile Association, whose offices are in Nicol Road, Ballard Estate, exists to help the motorist. Membership of the W. I. A. A. costs twenty rupees a year. For this members receive advice about routes and the state of roads, and when in difficulties are entitled to summon the aid of the W. I. A. A. road scout.

WHERE TO GO.

Fifteen miles from the centre of Bombay, with a good road practically all the way, is Juhu, a favourite resort of picnickers. The charm of Juhu consists mainly in its long stretch of sandy beach. Bathing here is quite safe except during the monsoon when it is positively dangerous. A moonlight picnic at Juhu is a particularly delightful experience. Bombay's aerodrome is situated at Juhu, quite close to the shore. Other places near Juhu worth visiting are Bandra Point, and Powai and Vihar Lakes, all of which lie within a radius of twenty miles of Bombay.

The prettiest drive around Bombay is to Ghodbandar, going by way of Andheri and Borivli and returning by way of Thana and Kurla, a run of altogether sixty or seventy miles. At Borivli tell your driver to turn aside to the Kennery Caves. The desolate city and the fort of Bassein is also not far from Borivli.

A more ambitious drive is to Khandala and Lonavla, situated on the summit of Bhore Ghat, some eighty miles away. Climbing up the Bhore Ghat one rises 2,500 feet in four miles on a road which in places reminds one of a mountain pass in Switzerland. At Campoli, an uninteresting village at the foot of the Ghat, can be seen the power house of the Tata Hydro-Electric Company, which supplies Bombay with electrical power. From the top of the Ghat it is only forty miles to Poona.

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CHAPTER VI.

WHAT TO DO IN BOMBAY.

This chapter is written for those who wish to keep on the right side of both Heaven and the police. Those who fear neither will also find plenty to do in Bombay, but they must go elsewhere for particulars.

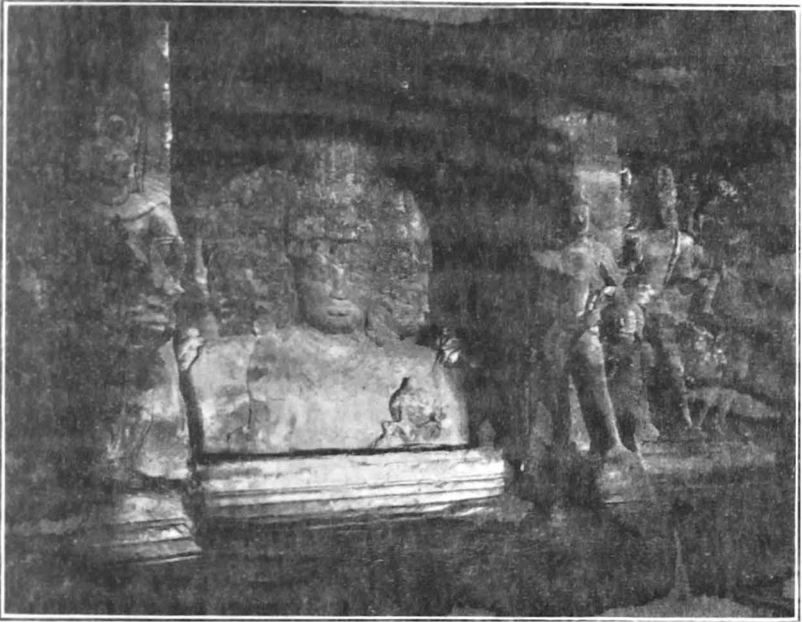
The weather, of course, considerably affects one's pastimes. The best months of the year for enjoying life are December and January, which are dignified by the title of "the cold weather." But the cold weather in Bombay, though pleasantly cool, is not cold enough, as it is in many parts of India, to justify the lighting of fires. From February the days grow steadily warmer and stickier till the thermometer reaches a maximum of 95 degrees in the shade during May. The rains usually break within the first ten days of June. And very welcome they are, for they cool the air, lay the dust, and bring new life and colour to all growing things. The rains continue on and off until the end of September. October is an uncomfortable month; but one bears up in the sure and certain hope of the coming cold weather. Probably most visitors to Bombay will be surprised by its coolness, even in the hottest weather; the ubiquity of ice and large electric fans helps one to endure the worst the sun can do.

OUT-OF-DOORS.

Why not hire a bunder boat for an hour or two some evening (about two rupees an hour) and take a

sail in the harbour? Swimmers will find it delightful when well out to dive over the side for a swim. Gloomy folk say this is dangerous because of the possible presence of sharks. But the present writer has swum in the harbour again and again and is still alive to tell the tale. It is also exceedingly pleasant to sail in the harbour by moonlight.

Talking of bunder boats, no visitor to Bombay should omit a trip across the harbour to the island of Elephanta to see the celebrated caves hewn out of the solid rock there. It is also possible to accomplish the journey by motor-launch, and if the visitor is in a desperate hurry, motor-launch is the most advisable way of getting to and from Elephanta, for bunder boats have been known to take several hours on the return journey having been becalmed in midstream. The Elephanta caves are reached by a precipitous stairway. Although nothing accurate is known about their early history they are reputed to date back to the Tenth Century. In those days the Hindus had a much deeper sense of grandeur in their religion than they do to-day; modern monuments raised to honour the various deities of the Hindu pantheon do not compel admiration. During the Portuguese occupation the figures in the caves were badly damaged and though an attempt has been made to restore them to their former state some of them look patched and consequently incongruous. Of the many fine pillars few are left as in addition to Portuguese vandalism the caves have from time to time been undermined by water during the rainy season. The majority of the figures are in bas-relief and stand about fourteen feet high. The huge three-faced bust of the deity at the far end is nineteen feet high.



Interior Carvings at the Elephanta Caves.



Aerodrome and Juhu Sands.



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In its General Rules, the Object of the Society is stated to be to supply the most reliable articles of domestic consumption, general use and personal wear at the lowest possible prices consistent with quality. The successful achievement of this object is very definitely indicated in every department of the Stores. The Food department on the ground floor has a most comprehensive stock which, besides all the well known proprietary brands of Groceries, Provisions, Wines, Spirits and Beers, also stocks a full range of the Society's own packs and preparations. A feature of this department is the Cold Storage Service which provides real English Provisions in perfect condition.

Adjoining the Grocery section is a most attractive Drug department and Dispensary which offers a very wide range of Toilet goods, including the famous "Elite" preparations and also Elizabeth Arden's goods. A most efficient Photographic section provides a rapid Developing and Printing Service and carries full stocks of Cinematograph apparatus, Films and Accessories.

The Hardware, Turnery, China and Glass and Electrical departments are virtually a Store in themselves and will be found most interesting to all new arrivals in India. The Stationery and Printing department should also be visited. A speciality of this section is the particularly high standard of Die Stamping, Engraving and attractive range of Stationery offered. The Fancy Goods section and the Jewellery department offer what is probably one of the finest displays of Gift Novelties, Watches, Clocks and Silver Goods in the East.

The first floor is devoted to Drapery goods, Frocks and Millinery, Gentlemen's Tailoring and Outfitting and a section of Indoor Games. The merchandise stocked in these efficiently managed and staffed departments is most comprehensive and absolutely up-to-date.

The fully licensed Restaurant on this floor which is perhaps the most attractive place of its kind in India, is decorated in a charming scheme of cream, apple green and gold. Adjoining the Restaurant is the Hairdressing Saloon where London experts attend to the now-a-days very important business of milady's crowning glory.

The Furnishing departments are on the third floor and will be found particularly interesting to those contemplating furnishing. An excellently equipped Works will gladly provide sketches and estimates for every description of Furniture while the Soft Furnishing section carries a wonderful range of the newest Curtains, Loose Covers, and Upholstering Materials, Furnishing Fabrics, Carpets and Rugs.

On this floor will also be found a comprehensive stock of Fire Arms and Ammunition for every purpose, equipment for all Sports and Games, Boats and Motors and other out-door gear.

Very noticeable features of the Bombay Branch of this great House of Business are the spotless cleanliness everywhere, the cheerful willing service of an efficient, contented staff and, besides the unquestionably good value for money, the reliable quality of every article offered.

The Staff and Management are always very delighted to be of service in any way and every order or enquiry, however small, receives the same courteous, efficient attention. Price Lists and Circulars are issued regularly and will be gladly sent on request.

The Society has another fine depot at Calcutta.

Then why not take a flight over Bombay from Juhu aerodrome? The Bombay Flying Club arranges such flights for ten or twenty rupees per person. Seeing Bombay from the air will give the visitor the best idea of the city's insular position.

Those who wish to play games should join one of the clubs, preferably the Willingdon Sports Club or the Bombay Gymkhana, at both of which it is possible to obtain temporary membership. Cricket, tennis (there are no grass courts), badminton, golf, hockey, rugger, soccer, baseball, and water-polo, are all played from time to time in Bombay. At Breach Candy swimmers will find two swimming baths (in-door and out-door) after their own hearts. There is also a swimming bath, but not such a well-equipped one as Breach Candy, in Back Bay at the Colaba end of Queen's Road.

Not a few people in Bombay take up riding, for horses can be bought comparatively cheaply. Those who prefer to put their money rather than themselves on horses will find ample opportunity for indulging in their vice at the Mahaluxmi race-course during the cold weather.

In the bazaars and docks artists will discover innumerable subjects for unique sketches. They must be prepared, however, to be surrounded immediately by a mob larger and more inquisitive (if less critical!) than the groups that gather round an artist in the West. Those who wish to draw or paint landscapes should consult the chapter on motoring. On any of the drives mentioned there they ought to find some pleasing subjects. Bombay artists always recommend their kind to visit Bassein.

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The Ladies' Salon on the first floor of the
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occupied by the firm is well worth a visit of
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BEST QUALITY GOODS
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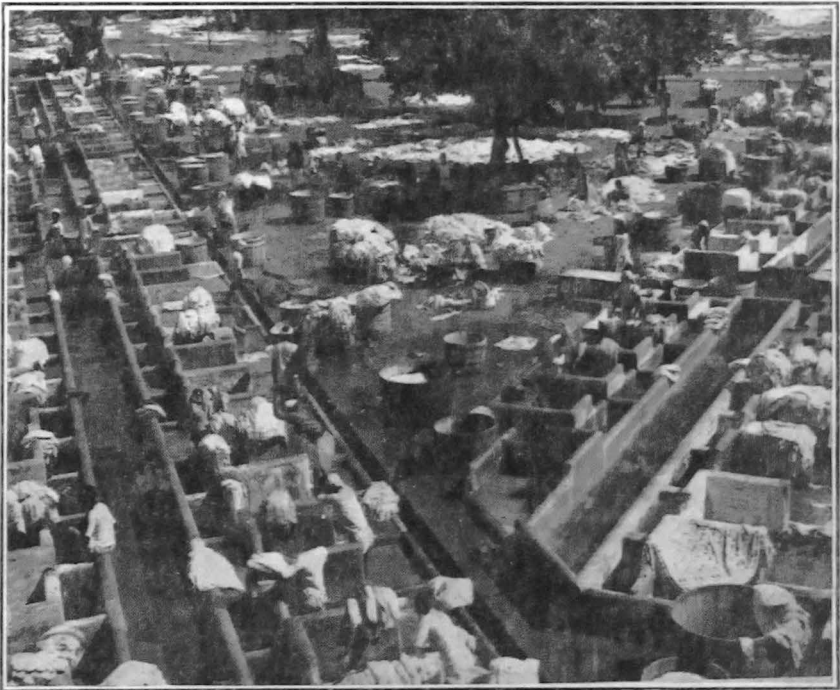
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Opposite Clock Tower - - BOMBAY

Those who like to roam by themselves, observers of, rather than performers in, the human pageant, will never weary of the multitudinous fascinations of Bombay streets. During an evening's walk one may see many strange people doing many strange things. Weddings and funerals, work and play, and eating and drinking, among different castes, are always visible to the wanderer on foot. A morning or evening of observation in the bazaars can never be dull.



Dhobi Ghat, Mahalakshmi.

Should the weather become uncomfortably warm or should the visitor be sick of the noise and hurry of city life, let him take train to Matheran, the nearest hill station to Bombay, forty miles away by railway

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SMART AS WHEN YOU BOUGHT THEM

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and only twenty miles away as the crow flies. Matheran is a wooded plateau on a hill two thousand feet above the sea. Being inaccessible to motor-cars the quiet of the place is almost incredible. Woodland paths lead to various "points" from which wide views of the surrounding country can be obtained. Matheran is decidedly worth visiting by anybody with a week-end to spare.

INDOORS.

It must be admitted that during the monsoon people with no inward resources of their own often find Bombay exceedingly dull. Though theatrical companies visit the city from time to time, there is no proper theatre in Bombay. If you like shows you will have to remain contented with the perpetrations of Hollywood. The most comfortable cinemas (all Talkies) are the Capitol, the Excelsior, the Empire, the Wellington, and the Pathe. Indian films are still very crude; those who go to Indian cinemas will go because

*The show is not the show,
But they that go,
Menagerie to me
My neighbours be.*

The Bombay station of the new Indian State Broadcasting Service broadcasts Indian and European concerts every night. There is also dancing several nights a week at the Hotel Taj Mahal.

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(ESTABLISHED 1914)
Mayo Road, BOMBAY.

CHAPTER VII.

This account of Bombay would not be complete without mention of the Tata hydro-electric scheme for the supply of power in the city. Bombay is the largest manufacturing town in Asia; its cotton mills and other factories use over 100,000 horse power of mechanical energy. Until a year or two ago this was almost entirely provided by steam generated by coal coming from a distance—mostly Bengal.

“The Tata Hydro-Electric Power Scheme,” says *The Indian Year Book*, “now an accomplished fact, marked one of the big steps forward made by India in the history of its industrial development. It was the product of the fertile brain of Mr. David Gostling, one of the well-known characters of Bombay, nearly a generation ago. The exceptional position of the Western Ghats, which rise 2,000 feet from sea-level within a very short distance of the Arabian Sea, and force the monsoon as it sweeps to land, to break into torrential rain at the mountain passes was taken full advantage of, and the table lands behind the Ghats form a magnificent catchment area to conserve this heavy rainfall in.”

The hydro-electric engineering works are situated in the neighbourhood of Lonavla above the Bhor Ghat. The rainfall is stored in three lakes at Lonavla, Walwan and Shirawta, whence it is conveyed in concrete canals to the receiving reservoir. The power-house is at the foot of the Ghats, whither

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the water is conveyed through pipes in a fall of 1725 feet. In falling from this height the water develops a pressure of 750 lbs. per square inch and with this force drives the turbines.

In addition to the cotton and flour mills which have contracted to take supply from the Company for a period of ten years, an agreement has been completed whereby the Tata Hydro-Electric Company, the Andhra Valley Power Supply Company and the Tata Power Company between them supply the whole of the electric power required by the Bombay Electric Supply and Tramways Company, and also the power for the electrification of the Harbour Branch and the Bombay-Kalyan section of the G. I. P. Railway.

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BELGIUM.—Vice-Consul, Mr. Louis Goffin, 17, Cuffe Parade, Colaba.

BRAZIL.—Dr. M. A. de Heredia, Asian Building, Nicol Road, Ballard Estate.

CUBA.—Dr. W. F. Pais, Jer Mahal, Dhobi Talao.

CZECHOSLOVAKIA.—Mr. Jan Strakaty, 18, Rampart Row, Fort.

DENMARK.—Mr. E. Danchell (on leave), Capt. J. C. Richards (Acting), c/o. Messrs. Ericson and Richards, 32, Nicol Road, Ballard Estate.

FINLAND.—Mr. C. H. A. R. Hardcastle, Alice Building, Hornby Road, Fort.

FRANCE.—Mons. E. P. F. Chalant, 11, Cuffe Parade, Colaba.

GERMANY.—Herr Karl Kapp (on leave), Ag. Consul-General in charge of Consulate—Herr Rudolf Karlowa, Narandas Building, Sprott Road, Ballard Estate.

ITALY.—Cav. Nobile Don Giuseppe Serpi, Adenwalla Mansion, Ground Floor, Chowpaty.

JAPAN.—Mr. Sakujiro Kurihara, 192, Hornby Road, Sukhadwala Building, 1st Floor.

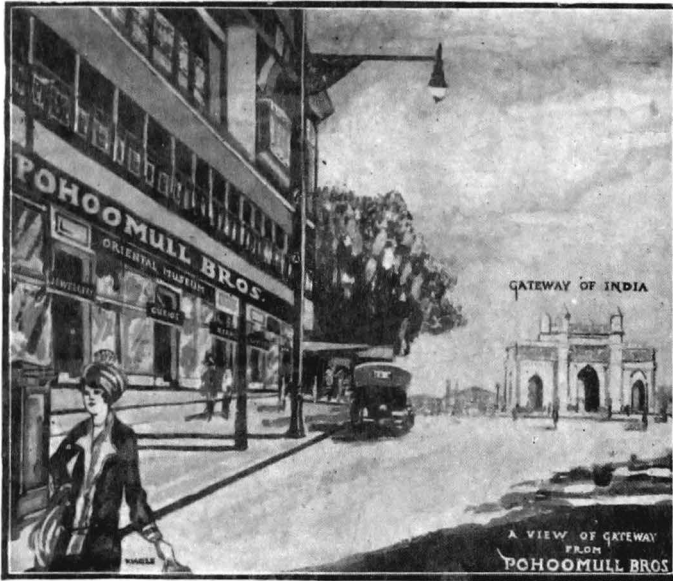
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Persian and Indian carpets, Oriental silks and embroideries, Artistic Silverware, Enamelled and plain brassware, old bronze, old and modern jewellery, Indian, Chinese and Japanese silks, Fancy Costumes and Curios.

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I have spent a month in the GRAND HOTEL and I have been satisfied in every line.

7-1-30.

(Sd.) J. E. L.

Received the usual obliging treatment and good service which I have always experienced in the frequent visits paid to the GRAND HOTEL.

9-1-30.

(Sd.) W. F.

Staff most obliging. Food quite good. Have stayed for about 2 months, each year, since 1925 and have always been most comfortable.

23 1-30.

(Sd.) L. L. M.

Yes, everything in topping order. Have stayed here for six weeks and shall come again.

4-2-30.

(Sd.) L. A. B.

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8-2-30.

(Sd.) J. S. B.

A very comfortable Hotel. The service and courtesy the best I have ever found in INDIA.

13-3-30.

(Sd.) P. J. O.

I have stayed at the GRAND HOTEL, BOMBAY, on and off about six times, since it was opened in 1923 and I always found the charges most reasonable and have always been comfortable.

Agra, 14-3-30.

(Sd.) E. R.

Have been exceedingly comfortable and shall certainly recommend the Hotel to my friends.

22-3-30.

(Sd.) W. J. F.

To obviate a common annoyance the Management arranges for all tipping of servants if desired.

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- NORWAY.—Mr. F. E. Hardcastle (on leave) Mr. C. H. Hardcastle (Acting), Alice Building, Hornby Road.
- PERSIA.—Mirza Jelaludin Khan Keyhan, Sea Side, 2nd Floor, 147, Middle Colaba.
- PORTUGAL.—Dr. Amadeu da Silva, Bungalow No. 21, Cuffe Parade, Colaba.
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- SIAM.—Mr. G. L. Winterbotham, c/o. Messrs. Wallace & Co., Wallace Street, Fort.
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POONA GYMKHANA.—Poona.
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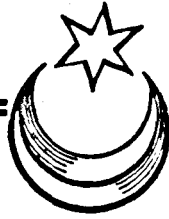
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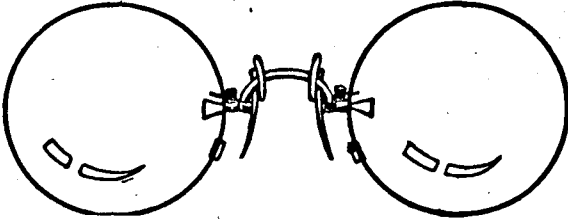
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Although we do not like to admit it to ourselves, the CREDIT habit is about the most pernicious that can be cultivated. It leads to all sorts of trouble and are we generally called upon to pay very much more than the value of the goods purchased.

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The chief interests of the firm in Indian industries can be shortly catalogued ; they manage or control Tea gardens in Assam, Sylhet, Dooars and Behar, Cotton Mills in Central India, Flour Mills in Calcutta, and Collieries in Bengal, the Central Provinces and Central India, while on the trading side they figure largely as Exporters in Calcutta to all parts of the world of Jute, Gunnies, Rice and General Produce, and in Madras of Hides and Skins to tanneries in Europe and America.

The Import of Manchester Piece-Goods is one of the oldest activities of the firm, and though, as with other firms, it now attains figures only a fraction of those of 20 years ago, Shaw Wallace still participate at all their branches.

The firm have for the past two years been the Distributors in India of the great British combine of Messrs. Guest Keen & Nettlefolds Ltd., and their Associated companies—Messrs. John Lysaght, Joseph Sankey and Bayliss Jones and Bayliss, a group whose activities cover all branches of steel work, hardware and railway permanent-way material.

In conjunction with the London agency House of H. J. Skelton & Co., Ltd., Shaw Wallace now handle the export interests to Indian markets of The Royal Hungarian State Iron Steel and Machine Works, one of the largest Continental producers of all Railway stores, from the Raw Steel to the finished Locomotive with all its component parts.

The firm also distributes "Celotex," a Structural Insulating Board made from compressed sugar cane fibre, which is now recognised as one of the foremost insulating mediums for buildings of all descriptions, while a still more specialised product of the Celotex Company, the thicker "Acousti-Celotex" is established as by far the most efficient antidote to the bugbear of faulty acoustics so prominent in modern offices, theatres and halls.

Another branch of the firm's activities is the marketing of the products of Sir W. A. Rose & Co. Ltd., one of the largest paint manufacturers in the United Kingdom, coupled with the Bituminous specialities of William Briggs & Sons Ltd., Dundee, and the various lead products handled by The Associated Lead Manufacturers Export Co. Ltd.

"Rex" Concrete Mixers and Pavers are also marketed throughout India as well as the Steel Products of the well-known firm of J. J. Saville & Co., Sheffield, and the Pneumatic Tools of the Globe Pneumatic Engineering Co. Ltd.

Imperial Airways, Ltd., is another branch of industry with which Shaw Wallace & Co. are intimately connected, having acted as Principal Agents in India since the inauguration of the Indo-European mail service which is quickly becoming popularised, providing, as it does, rapid, safe and comfortable transit between India and the principal cities of Europe and the Near East.

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Try Rajjar and see for yourself.

ASK YOUR DEALER.

Sole Agents for India & Burma :

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BOMBAY. - CALCUTTA, - RANGOON.

Monginis is not a new Restaurant in Bombay. To old residents the name is as familiar as Victoria Terminus or the Cathedral. Most of us at some time or other have stepped into Mongini's and there cannot be very many if any at all, who have not carried away pleasant memories of the place.

Bombay is inundated with Restaurants, each having its particular clique of patrons and it is from these that the "tone" of a Cafe may be fairly judged.

Step into Mongini's at any hour, day or night, when it is open, and you will not fail to remark that its patrons belong to that exclusive class,—true Restaurateurs—men and women who have a natural instinct to be drawn, as a magnet is to a needle, to the cafe compatible; where every sense is catered for; where nothing jars; where it is possible to discard, as you would do a coat, the worry and turmoil of the day, and then give yourself up to an hour or so of complete relaxation; where only the BEST of everything is provided—music, food and wines.

It must be borne in mind however, that Monginis didn't just "happen." It has taken years and years of the closest study of human nature, to bring it up to the enviable position it now enjoys.

First and foremost was the great difficulty of supplying an adequate and fresh supply of the most up-to-date of Confectionery. This used to be formerly imported. It was found that in transit, these delicate edibles lost most of their natural flavour, and certainly all their freshness. To overcome this Monginis did the only thing possible. They built up their own factory and instead of importing the confectionery, they imported the skilled men who made it, with the result that to-day you get the finest of confectionery, cakes, chocolates and pastries procurable in the country, absolutely fresh for they are made daily.

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Another feature, a most important one, was the question of the provision of really good music.

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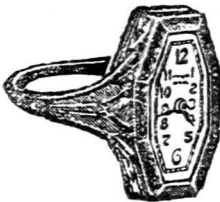
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