

WE CARE FOR MADRAS THAT IS CHENNAI

MADRAS

MUSINGS

INSIDE

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Vol. XIV No.2

May 1-15, 2004

Rs. 5 per copy
(Annual Subscription: Rs. 100/-)

This was not my idea of fun ... My Mom told me it would be! And I believed her!

Was School out for summer?

First sign of approaching summer holidays these days – brightly coloured banners springing up, promising “exciting, innovative, fun-filled learning experiences” for children supposedly on vacation.

The city was recently drowning in an abundance of such ‘camps’.

First off, I really doubt if kids were conned by big smiling adults who combined the words ‘learning’ and ‘fun’ in the same sentence. They knew this for what it was – not so much “Camp-Summer-fun” as “Camp-let’s-get-the-pesky-kids-out-of-the-way”.

Little tykes (and some not so little) were packed off in different directions, fervently assured that they would “have a great time and make lots of new friends”.

I don’t know – did anyone bother to ask them if they wanted so much fun thrust down their throats...or even they felt the need to “make lots of new friends”?

Admittedly, long summer holidays are tough, with kids home 24/7, while parents deal with unsympathetic work-spots, refusing to see school holidays as an excuse for adults goofing off. Out of town options are subject to time and economics. But when kids are not offered the option to just ‘be’ – even in the summer – you can’t help feeling just a bit sorry.

If I can be forgiven tampering with the words of an immortal song from another era, I would say:

“Hey’, people, leave those kids alone.”

Ranjitha Ashok



What’s happening to the Creek?

(By A Special Correspondent)

What is happening at Adyar Creek? The pictures above show the road to the Fisheries Department building being built with soil excavated from the Creek and the areas on either side, where there was once water, marsh and growth, now completely parched, denuded, and levelled.

The work that has been going on here and in other parts of the Creek seems to indicate that some major development is planned in this acreage that was once earmarked for a wildlife sanctuary. It is to be hoped that the development planned is going to be eco-friendly and not in line with all the multi-storey development that has been going on in San Thomé in and around the area that was reserved for a wildlife sanctuary.

There was talk some time ago that the Adyar Creek would be developed as a park with recreational facilities. That development might even have used

the backwaters. But little has been heard of these plans, the moment the clearing of the Creek began. And that makes all those concerned about this ecosystem, yet another wetland — one of the few now left in the city — wonder what’s next here.

Given the lack of transparency in officialdom, we could easily wind up here too with the kind of highrise featured alongside. Is that new tower block at the Marina end of San Thomé High Road, where it narrows, the thin end of the wedge, the tip of the iceberg? Permission granted for such a building to the rear of the Foreshore Estate fishermen’s tenements could easily lead to more such

(Continued on Page 8)



(All pictures by REFLECTIONS.)

One of the country’s ‘richest’ towns is losing out

It is one of those not so well-known towns in Tamil Nadu. But when *India Today* published excerpts from the *Guide to Ur-*

ban Markets, a survey done by ad agency R.K. Swamy, ranking Valparai as fourth richest taluk in terms of per capita income (Rs. 23,772) after Chandigarh, Panaji and Delhi, it certainly attracted attention.

Speaking about the survey, Dr. I. Natarajan, Senior Advisor, Special Projects, R.K. Swamy BBDO Advertising, says: “We have information on the household income and the number of households for all towns. Thus, we know the total income of a town class. To estimate income of individual towns we mapped the income to the worker population of the town. Per capita measure was taken after adjusting these to the household size.”

“Ours is a special grade town panchayat,” says K. Saleem, ex-

ecutive officer, Valparai. According to him, the panchayat’s total income, including the State Government grant, is around Rs. 3.70 crore. The revenue from property/profession/water tax, rent from shopping complex and others is over Rs. 1 crore. Last fiscal, the total expenditure was at Rs. 2.87 crore. Undeniably, the town panchayat is one the richest in the State.

Does all this mean that Valparai is really shining? “Not really” says R. Soundaraj, reporter, *Kovai Malai Murasu*, adding, “Two years ago this was certainly a prosperous town. But the same cannot be said now.”

According to one nationalised bank manager, many of the savings bank account holders are closing their accounts and moving out of this scenic town.

(Continued on Page 8)

Please send in your subscriptions

(By The Editor)

As readers are already aware — and hundreds have responded positively — we have no other alternative but to price *Madras Musings*. From April 16th (Volume XIV, No.1), *Madras Musings* has been priced at Rs.5 a copy, ANNUAL SUBSCRIPTION: Rs.100/-. Please make out your cheque only to ‘Chennai Heritage’ and send it together with the COUPON ON PAGE 7, to Chennai Heritage, 260-A, TTK Road, Chennai 600 018 or C/o Lokavani-Hall Mark Press Pvt. Ltd., 62/63, Greames Road, Chennai 600 006.

As you will notice from the coupon, ‘Chennai Heritage’ continues to welcome contributions from you for the causes it espouses. So if, say, you send in a cheque for Rs.500, we will treat Rs.100 of it towards subscription to *Madras Musings* for 2004-5 and the remaining Rs.400 as contribution towards the causes Chennai Heritage espouses.

We look forward to all readers of *Madras Musings*, and those newcomers who want to receive copies, sending in their subscriptions. We are indeed sorry we can no longer remain a free mailer.

Another initiative to improve Chennai

Bombay has its Bombay First and despite the considerable support the initiative received from industry, it has never really taken off, mainly because it could not get the bureaucracy to prove responsive to its ideas.

Bangalore then launched its Bangalore Task Force, and mainly due to the happy equation between Chief Minister Krishna and the IT industry leaders, some progress was made, mainly by sticking to small and manageable projects. Nothing major, however, was attempted.

The Man From Madras Musings is glad to hear that the CII-TN team plans to take a leaf out of the Bangalore book by creating a Chennai Task Action Group (C-TAG) to tackle "small but visible improvements" with industry participation. While wishing the CII team well, MMM would like to remind it of some past experiences in this field in Chennai.

Soon after Bombay First was launched, this journal - and its publishers, Chennai Heritage - attempted to convene a meeting of industrialists, officialdom past and present, academics and NGOs to found a Chennai First. Bar one or two industrialists and one or two middle level representatives of other conglomerates, no one turned up. Neither was officialdom present, though officialdom past did turn out in numbers. And a few academics and a few representatives of NGOs also showed up. It was a total waste of time, demonstrating only a lack of interest in the city and a lack of commitment to helping improve it in any way.

MMM's experience has not been any different on two subsequent occasions. CII-TN has for the past three years been talking of a Chennai Fest in December - January, but it has failed to get a team effort underway to get the Festival - planned to coincide with the Music Season and promising shopping and dining inducements as well as a broader spectrum of entertainment - going. Thanks to the DakshinaChitra team's efforts, we've had an East Coast Road Festival going, but without the major backing to make it the success it could be. Similarly, individual efforts by Mylapore Times have seen the Mylapore Festival growing in the last few years, but again the lack of major support has not seen the festival grow beyond a weekend and a day or two. All other plans have remained on the anvil. And that has been entirely because of lack of corporate support to initiatives planned.

This lack of corporate support is seen once again in the Senate House restoration project. In an unbelievable effort, Vice-Chancellor S.P. Thyagarajan persuaded the University authorities to agree to form a separate Senate House Trust in which both the University and the private sector - corporates and NGOs -

would be represented and which would help raise funds to restore Senate House and manage it thereafter. Despite the private sector having been given a role to play, this confidence-building measure has not had corporates loosening their purse strings to the extent expected. Almost every business house of importance in Chennai is headed by an alumnus of the University of Madras and many would have received their degrees in this hall. But even a sentimental reaction has not been stirred in many by the unique action taken by the University and the appeals of Chennai Heritage which has promised the University to help create the necessary awareness.

Alternative approach

It is against this background that MMM plays Doubting Thomas on whether C-TAG will be able to achieve anything and whether yet another plan for a Chennai Fest will take off; in fact, MMM

erate a massive volunteer effort to support the Police. The other day, when there was a major traffic jam at a junction near which much roadwork was going and neither the roadworkers nor police were visible, MMM watched a couple of men from the nearby slum unsnarl the jam with a rare display of traffic management efficiency and then return to their lounging vigil. C-TAG might look at how it can harness such voluntary effort to bring about discipline on our roads. It will require a massive effort, but without it, beautifying bus stops will be meaningless.

Tourist destinations

Tamil Nadu is drawing up plans to promote Chettinad and Pulicat as major off-beat tourism destinations. But the way they're going about it truly amazes The Man From Madras Musings, who once was long associated with tourism promotion in other climes. In the case of

the Rs.60 lakh might go a little way towards that, but how do you guarantee access to houses without making the necessary arrangements and publicising the names of the homes available for visiting?

As for Pulicat, the word is that it is to be developed as an eco-tourism destination. But arranging 'boating' facilities is not eco-tourism, nor is building a modern travellers' bungalow. The Dutch Government - whose eastern capital the town was several centuries ago - is prepared to fund the study of the area by a team of specialists with the mandate to draw up plans for the development of Pulicat as a heritage-sum-eco-tourism destination and to offer these plans to the Government of Tamil Nadu. The Dutch might even in a second phase help with the restoration of some of the historic features and homes of Pulicat and offer advice in other ways as well. All the Dutch have long been asking for is a statement of inter-

est in such a report from the Tamil Nadu Government.

When The Man from Madras Musings recently visited the excellent new facility of one of the more successful IT firms on what is being developed as the IT Corridor, MMM was shown what seemed a spacious parking lot. The head of the company said that it had been developed for a couple of hundred cars and several hundred two-wheelers, but that more than half the 800 work at the venue now had cars - and there was just no space for them. Talking about plans for the second facility he was building on the same stretch, he said that it would have a workforce of 1000 and he was building a 1000-car parking lot. That might provide space for the cars, but what will it do to the Madhya Kailas junction? Not to mention what it will do to the country's petrol/diesel bill.

Looking at the crush of traffic on Madras roads, a visitor from Singapore told MMM that the State policy in Singapore was to discourage the ownership of cars and two-wheelers and encourage the use of public transport. The way the policy worked in practice was to get car-buyers to pay a substantial customs duty as well as an even more substantial road-use levy, which made the cost of a vehicle much more than what it would cost in India. Thus, for all its highrise, the city has been kept environment-friendly and its roads comparatively traffic-free. Indeed, he said, it was heartening to see so many in Singapore who could afford a car - even at the prices quoted - preferring public transport or call-taxis. Singapore, to encourage the use of such transport, has ensured that these services are efficient and user-friendly. It's time we in Madras began introducing policies along these lines before the vehicles now on our road - and the increase that seems constant - strangle movement in the city.

At a recent seminar on traffic in the city it was pointed out that the city has 18 lakh motorised vehicles, about 14 lakh bicycles and a few lakh of other vehicles. That's about a vehicle for every two persons! Of the motorised vehicle population, about 13.5 lakh are two-wheelers and the rest cars. The former increase by about a lakh a year, the latter grow by about 30,000 vehicles a year. That kind of growth, with no space for roads to increase in step with it, is to make our roads even more user-unfriendly than they are. But if the situation is to improve tough decisions and committed implementation are necessary. Are we capable of both, wonders MMM.

With this approach, no wonder tourism languishes in the State where we also close our eyes to the reality of the numbers. How many in the million-plus a year we claim are genuine tourists, how many are NRIs and Tamil settlers abroad visiting 'home' or coming on pilgrimage, how many are 'couriers' on business visits? It's an analysis MMM will be interested in seeing.

MMM is also aware that the case is not very different in the case of Tranquebar. The Danish Government's willingness to help in any way will be predicated on a Tamil Nadu statement of interest. But here too no one wishes to express that interest in black and white, for what reason MMM knows not.

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With the growth of hightech industry on the Taramani road and beyond, the Sardar Patel Road junction with the Taramani road - the Madhya Kailas junction - is at peak hours in a virtual state of gridlock. At other times, it is only slightly better. Yet, when Madras Musings had pointed out, at the time it was being built, that the flyover

— MMM

OUR READERS WRITE



Improving road safety

I am a business executive who lost a few of his family members in tragic road accidents a couple of years ago. In 1988, when The Hindu identified 14 accident-prone zones in the city, I, as Vice-President of a private organisation, installed caution boards in various parts of the city under the guidance of the then DCP Traffic, Mr. Ranjit Singh, IPS. The main board was installed in front of Spencer's, near VTI.

Subsequently when the former DGP, the late Ravindran, and Rekha Shetty started the 'Save a Life Club' under the aegis of the Apollo Hospital, I was one of its active members and had rushed a couple of accident victims to nearby hospitals. The 'Save a Life Club' died a slow death. In the 14 years since then, vehicles have increased threefold in Chennai city and accidents are ever increasing.

I have two suggestions to make. The government should include in the school syllabus a course on road etiquette and safety. I find school children flouting traffic rules, walking in 3s and 4s on the road, and carelessly crossing it.

Secondly, the City Traffic Police should air a 15-minute programme on careful driving, right parking and rules of the road with the help of the images and photographs of accidents. This should be aired at 7:15 to 7:30 p.m. so that the visual media, which is watched by all, will help to improve traffic safety. This is done in Saudi Arabia and is very successful in educating the people on road safety.

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To help the commuter

The II phase of MRTS is nearing completion and we expect the system will come into full operation by the end of 2004. Consequently, the passenger traffic in this system would increase considerably. In

which context, it would be of immense help to the commuting public if the railway authorities took up execution of the following works at the earliest:

1. Extending the footbridge at the southern end of Beach Station across Rajaji Salai. This would be of immense help to commuters alighting at Beach Station and wishing to cross Rajaji Salai. Such a bridge would ensure that there would be no break in the flow of the heavy traffic. At present, commuters using the southern entrance of Beach Station are risking their lives while crossing the road. You have only to see the flow of pedestrian traffic in front of State Bank of India Main Branch every morning and evening, to understand the gravity of the situation. With the increase in commuters after the opening of the line upto Velacherry and conversion of the suburban section between Beach and Tambaram into broad gauge, the problem will become multifold.
2. A suburban train ticket counter may also be opened at the southern end of Beach Station on the footbridge (such ticket counters are common in the suburban system in Mumbai). This would eliminate the long walk forced commuters coming from the NSC Bose Road side (and they are considerable in number) to buy tickets from the counters at the main entrance of the Beach Station, which is already crowded.

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What about them?

Clive Building inside Fort St. George complex is being restored by the Archaeological Survey of India.

What about Wellesley House, a brick ken-down building, and the King's Barracks?

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PLEASE NOTE

All letters for The Editor's attention should be addressed to The Editor, c/o Lokavani Hall-Mark Press Pvt. Ltd., 62/63, Greames Road, Chennai 600 006.

All business correspondence should be addressed to The Director, Chennai Heritage, 260-A, TTK Road, Chennai 600 018.

Madras Musings does not accept letters by e-mail.

The Corporation CAN act

I refer to N.S. Venkataraman's numerous laudable efforts to improve the Besant Nagar cemetery (MM, April 1st).

Our so-called leaders pay only lip service when responding to the grievances of the people on various basic fundamental issues. What is the use of constructing a compound wall round a cemetery when the actual complaint is about the ecological impact, not only the air being polluted, but also potable water becoming unfit for human and animal consumption. The authorities ought to have shifted the cemetery from the residential locality referred to in the letter to the outskirts of Besant Nagar ensuring easy accessibility to it.

The Madras City Municipal (Corporation) Act, 1919 has provisions dealing with burial grounds. Sections 318 to 326 deal with burial and cremation grounds becoming dangerous to health or overcrowded with graves.

According to Section 324, if a cremation ground or cemetery has become dangerous to the health of the persons living in the neighbourhood, another "convenient place" may be chosen with the consent of the Council and the sanction of the State government after giving notice to the owner of the registered or licensed place of burial. This section is similar to Section 283 of the Tamil Nadu District Municipalities Act, 1920 but differs a little in the sense that the Council itself can suo motu take action on being convinced about the health hazards caused by the burial and cremation grounds.

Apart from Air, Water and Environment Protection Legislations that control pollution, the Protection of Human Rights Act, 1993 (Act 10 of 1994) has provisions to safeguard the interests of citizens against ecological degradation and health hazards on the issues raised in the letter to Madras Musings. The State Human Rights Commission, Tamil Nadu, can take suo motu action after going through this letter and also making enquiries of the affected citizens in Besant Nagar.

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Post" and after weighing and affixing the applicable stamps, dropped them in letter boxes. One such cover I posted to an editor was returned, as the Anna Salai Main Post Office had imposed a penalty of Rs. 2 'due'. This was the first time this had happened.

I sent all this material in another envelope and forwarded it through courier service to the Senior Postmaster-General requesting for a clarification and the delivery of my material to the editor. The addressee rejected it, stating that he would accept it only by post. I then sent it to him under Certificate of posting. Now, silence reigns.

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Editor's Note: We have had several persons write in that letters couriered to the Postal Department are not accepted there and are returned with the request to post them. Why is this? Are courier services illegal?

Marina highrise

A recent advertisement shows a 9-floor flat complex on the Marina opposite the AIR. How come the beautifiers of Marina thought it fit to allow such a construction on the coastline?

Government will do well to impose a ban on construction of such buildings, specifying the maximum allowable height, anywhere within one km, if not more, from the shore of coastal towns.

M.R. Pillai
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Not by courier

For long, I have been sending my writings in open covers with the remark "Press matter-Book

More windmill power planned

(By A Special Correspondent)

The Government of Tamil Nadu has identified 40 locations in the State that are viable for wind power production, according to the Chairman and Managing Director of Tamil Nadu Energy Development Agency (TEDA).

As 17 of them have already been tapped, the other areas, including Cumbam valley and Ramanathapuram, are to be tapped in the future. The State Government intends to set up windmills in 27 more places in the State. These will help the State to cross 300 MW production in the wind farm sector this current financial year.

On gasfire power generation, using firewood, he said that TEDA has received 109 applications and approval has been given to 31 of them. The scheme would be introduced in 12 districts in the State. The investment required to start a 1-MW gasfire unit is Rs. 1 crore. The Centre extends interest subsidy for such units, he stated.

ENDANGERED ENVIRONMENT

PESTICIDES — Boon or bane?

The use of DDT has saved millions of human lives by successfully checking malaria. However, such extensive use has become a cause of concern, owing to the harmful side effects. It is evident from quantitative results that, in the long term, the use of insecticides is not in the overall interest of Man.

Table 1

Toxicity ratings of some common organic phosphorous insecticides.

Common or trade name	Oral LD rates (mg/kg)*
Malathion	1500
Methyl parathion	25
Parathion	10
Chlorthion	1500
Nilate or Ethion	200
Guthion	1500
Phostex	1200
Trithion	100
Dibrom	430
Dementon or Systox	10
Di-Syston	10
Phosdrin	12

Note: Data on oral toxicity to rates.

* LD 50 values represent the amount of insecticide per unit of body weight required to cause the death of 50% of group of test animals.

The use of insecticides in agriculture, in protecting crops from pests and in improving yield is significant. The role of insecticides in protecting human life by controlling the spread of epidemics and providing a healthy and hygienic environment is also well known.

Chemical pesticides are primarily classified by referring to the type of pests they control and, so, we speak of acaricides, fungicides, insecticides, nematocides, rodenticides and weed killers or herbicides. Some chemicals fall into more than one of these categories: Parathion, for example, while being an insecticide is also a nematocide and an acaricide.

Insecticides are commonly classified as organophosphates and organochlorines. A great variety of them is in use, either singly or in combination, under different technical and trade names. They have specific applications and characteristic harmful effects.

While attempting to kill one species of pest, other species are also killed and some of them may be natural preda-

tors of the very species we want to kill. It is reported that in practically every spray operation, thousands of non-target insects are also killed. The killing of 'non-target' species and the evolution of new species disturb the balance in the natural cycle and necessitate severe environmental control measures. Further, many new insect species which are resistant to the insecticides develop.

As far as human beings are concerned, the harmful effects of insecticides are a cause for concern. People working on farms, involved in the handling, spraying, etc., are exposed di-

rectly and are likely to become victims of the toxic effects of insecticides, which may be lethal. Organophosphates decompose more rapidly than the organochlorines, but some of them have a toxic strength 300 times higher. Organophosphates build up residues on foliage after application. In one case abroad, 90 peach pickers were poisoned while working in orchards subjected to heavy spraying of parathion over a period of several months.

Persistence of insecticides in the environment after application is not desirable from environmental considerations. In general, the organochlorines persist longer in the environment than the organophosphate based insecticides, as indicated in Table 2.

The Railways' solid waste problem

Travelling in a regular II Class sleeper coach on the Southern Railway is an experience all by itself. Rather like a crowded and noisy *agraharam* replete with snatches of personal history floating around and the tantalising aroma of the various kinds of food that everyone around is busily tucking into. But, for the environmentally conscious, it can be a nerve-racking ordeal, if you consider the cumulative tons of packaging material — paper, plastic or thermocole — that are so casually thrown out of the windows to litter in a peculiarly streamlined fashion, both plat-

Table 2

Approximate persistence of chlorinated hydrocarbon insecticides in soil.

Name	Duration of persistence
Toxaphene	> 6yr
Heptachlor	> 9yr
Aldrin/Dieldrin	> 9yr
DDT	> 10yr
Hexachlorocyclohexans	> 10yr
Chlordane	> 12yr

The presence of DDT in water, air and soil has resulted in its presence in various species that live in those surroundings.

• by Dr. RITA JAYARAJ
Department of Zoology
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DDT's concentration builds up in the body and accumulates in the fat. Further, as it goes up the food chain, it concentrates more and more and the effect is cumulative. The quantity or extent to which it gets accumulated in the body varies with the kind of species. The most common way it reaches the human body is through the food, i.e., through DDT-affected vegetables, fish, milk, etc.

There have been reports that even breastfed babies are affected. The thinning of egg-shells has also been attributed to intake of pesticides by birds through foodgrains. Therefore, precautions have to be taken against the presence of pesticide residues on foods to ensure that the quantities remaining on fruits, vegetables,

grains or animal products are reduced to such levels as do not pose any health hazard to human beings.

The adverse effects of using insecticides have become a matter of vital concern. The harm caused by DDT has been established beyond all doubt and the Environmental Protection Agency (EPA) of America has banned the use of DDT since 1972. Unfortunately, the use of DDT is increasing in India.

Malaria control programmes are largely dependent on indoor residual spraying. Insecticide-treated mosquito nets and biological control using larvivorous fish have been promoted, but are not used extensively at present. Except for malaria, only limited information is available on the quantities of insecticides used for particular vector-borne disease control programmes and other public health purposes, but it has been observed that large amounts are also being used for dengue vector control.

Biological larvicides have been introduced for malaria and dengue control in many countries. Locally manufactured biological larvicides are available. Control programmes, including the use of insect repellents, mosquito coils, mats and aerosols, have promoted personal protection measures. Household pesticide use is increasing in India, Indonesia, Sri Lanka and Thailand.

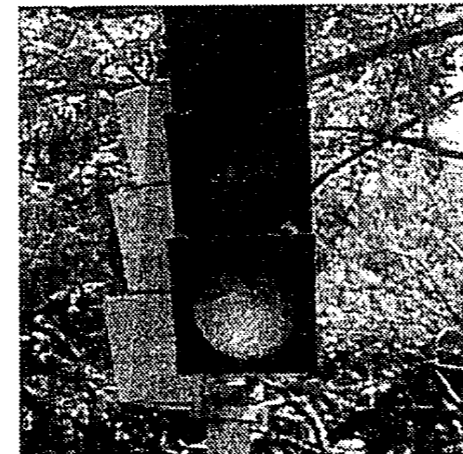
The harmful effects of pesticides depend on the following factors:

- Physical form of the pesticide used
- Purity of the active material in the pesticide
- Absorption rate of the pesticide in the body of human beings
- Detoxification and distribution of pesticides in the body
- Solubility of the pesticide in the body fluid
- Environmental conditions, e.g. humidity, temperature, etc.

(Continued on Page 7)

forms and the countryside. Not to speak of the floor of the compartment. Many coaches, I discovered, either didn't have provision for a waste bin, or those provided were too small to be of much use.

V. Anand, General Manager, Southern Railway, confirms that solid waste generated on trains is a problem. He says, "The nature of train travel itself has changed radically over the years — with more trains, longer trains and trains that cover longer distances. While the volume of waste generated by passengers has increased, the nature of the waste has also be-



THE OLD... ...& THE NEW

Our OLD is of the common or garden signal lights the city has long had. Our NEW is not only an addition to improve those lights but also an addition to outdoor advertising in Chennai. S.S. International, teaming with the police and advertisers' support, have been installing at various road junctions these 'Intelligent digital count down traffic timers'.

The advantages of the timers at traffic signals are:

- A vehicle user now knows exactly how many seconds he has to wait at the signal.
- Accidents can be avoided, as last-minute crossing by pedestrians will be prevented as will rushing to beat the signal.
- A vehicle user can switch off his engine and save precious fuel.
- Pollution can be controlled.
- Avoid tension. Vehicle users can wait at the signals peacefully.



The Railways' solid waste problem

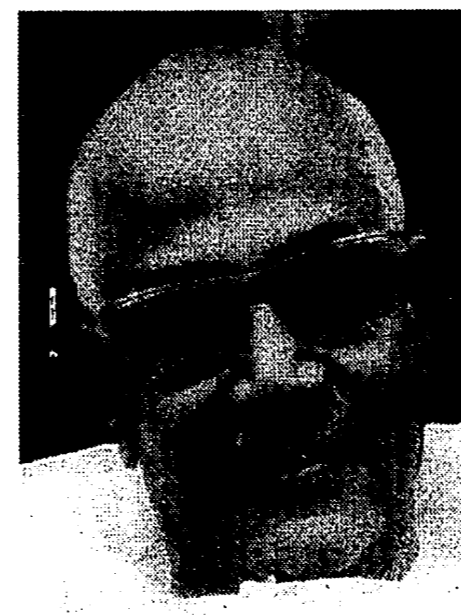
reduced. But we now have pantry cars for convenience, aluminium casseroles to keep food warm and, of course, huge volumes of plastic cups and bottles!"

"18 years ago, as Additional Divisional Railway Manager, I tried to introduce the concept of travelling *safaiwalas* in Maharashtra, at the Musawar Junction. Railway employees were provided with special uniforms and equipment, were to board at a point, halt for a night at another specified point and catch the same train back,

(Continued on Page 6)

Remembering India's 'Citizen Kane'

A birth
centenary
feature



Ramnath Goenka.

My first impressions of Ramnath Goenka were formed while I was in Madras Christian College School, then in George Town. My father, Pothan Joseph, was then editing the *Indian Express* located in Muker Nallamuthu Street, and there were many occasions when I visited the Express Office. Once, I heard Goenka remarking that since his paper was printed on a flat-bed machine the number of copies for circulation had to be, sadly, restricted. The problem was got over after a fire gutted the premises and the *Indian Express* moved to 100 Mount Road, which had been vacated by *The Hindu* when it moved into its spanking new offices in *Kasturi Buildings*. *The Hindu's* old office leased out to Ramnath Goenka had a rotary press and what struck me most then was the presence of a conveyor belt which passed through all the editorial cabins carrying proofs.

Once, when I was with my cousin Thomas Abraham (who later distinguished himself in the foreign service), Ramnath Goenka made a remark so droll that it has stuck in memory ever since. Looking at my cousin who was extraordinarily thin and delicate, Goenka turned to my father and said, "That boy looks like a poem."

Such picturesque turns of phrase came naturally to Goenka. During the period when the *Indian Express* was branching out with an edition in Bombay, Goenka and my father visited the United States to represent India at the World Magazine Conference held in Baltimore. Father was both amazed and amused by the way Goenka punctuated his utterances with Americanism. He would tell everybody he was having a "swell" time and as a vegetarian, "gee whiz salads are super". Not accustomed to hear Goenka talk like this, my father assumed he must have made a special effort to master some of these words, going to prove that he was a man for all seasons.

Goenka, besides reading his own paper from cover to cover, looked at other newspapers too when the mood was upon him. He was known to have once quipped: "What is an editorial? It's just a jumble of words." As a quote it is memorable, so much

like the famous verdict passed years later by Katherine Graham, chairman of the *Washington Post*, who described editorial writing as a process of "studied incoherence."

In pre-Independence India, except for some mainline newspapers, most other publications found it difficult to grow, leave alone survive. Advertisers were few, but one thing that kept spirits alive was the freedom movement. India experienced an industrial change only after 1953 or so. A great explosion of industrial growth was in the offing with more and more businesses being started. Which meant, of course, more advertising revenue pouring into newspapers, big and small. When reminded about the development, Goenka was heard to remark that while it was mind over matter in earlier times it could soon be "matter over mind". He, however, could not be seen as complying with Lord Thompson's remark about the work of journalists being "the stuff that you separate the ads with."

It would be most unfair to compare him to Murdoch. On the other hand, the Hearst parallel appears somewhat appropriate. In fact, C.R. Irani, who fought the Emergency along

with him, in his memorial tribute called Ramnath Goenka the "Citizen Kane of India". He was referring to the Orson Welles film *Citizen Kane*, a thinly veiled study of the American newspaper magnate William Randolph Hearst who, in the movie, is called Charles Foster Kane. Like Goenka, Hearst too was in politics, elected twice to the House of Representatives.

from Calcutta in 1922, he, in the words of his old associate A.N. Sivaraman, "soon became a Tamilian almost".

Though by profession a trader, he was drawn to the "intellectuals" of Madras, at the time largely the Mylapore Brahmins, though there was also an Egmore elite claiming the distinction. He found their company stimulating.

• by JAIBOY JOSEPH

(A former member of The Indian Express team)

Ramnath Goenka was an MLC, a member of the Constituent Assembly and Parliament and during all these stints, when the occasion presented itself, he always stood up, unlike many others, and spoke his mind.

Though a severe critic of the Congress in later years, his earlier commitment to the party is all too well known. He had his first taste of confrontation with the Raj when he was "rounded up" and released during a demonstration in Calcutta.

After he arrived in Madras

He held S. Srinivasa Iyengar in admiration as also K. Bhashyam. In the early part of the last century, the Hindi Prachar movement got under way, spearheaded by Rajaji, and it was Goenka who helped acquire all the valuable land for the Sabha. Thus, he and Rajaji developed a bond. He also became a close friend of Kamaraj.

There are so many "firsts" to his credit that it would be impossible to compress all of them into a single newspaper article. He should, however, be remembered for pioneering at least the

following contributions to the growth of the Press in India.

He was the genius, braving adversities, behind the simultaneous publication of editions all over India at a time when the concept had not gained ground. He was the first to venture into multilingual journalism on a big scale. He was the first to employ a woman journalist (Shanta Rangachari) in a fairly high edi-

torial capacity. He was a talent scout, so to speak, hiring editors of class all through his life. He encouraged investigative journalism. He was the first to draw up plans to bring out a financial daily in India. His organising capacity was astounding. History records that he was behind the success of the historic Avadi Session of the Congress. Similarly, many institutions owe their success to his active help and moral support.

He was an unforgettable man who bestrode the world of Indian journalism like a colossus.

Have no fear! Plain English is here!

Be it the bureaucracy, MNC or your next door organisation, English has been twisted out of proportion and, quite frankly, it isn't the language's fault! To put things simply, everyone likes to pompously delay a point in a flurry of superfluous words.

For those of you who are on the verge of giving up all hope of filling in a simple form without asking a dozen questions, or replying to a letter you have absolutely no idea about, it's time to rejoice. Say hello to the Plain English Campaign, which started in 1979, after two elderly women in Britain died because they couldn't understand an application form for housing benefits.

The Plain English Campaign is a self-funded, independent organisation fighting for crystal-clear language and is against jargon, gobbledegook and other confusing forms of language. Their efforts are dedicated to defining Plain English as something that the intended audi-

ence can read, understand and act upon the first time they read it. Plain English takes into account design and layout as well as language. The campaign offers a range of commercial services through which they raise their funds. Services include editing documents and training courses.

The need for simplified language, clear-cut design and typography is now etched in the law books of many countries across the world, and continues to grow. The logic is, if we don't understand what we're offering, then there's absolutely no point in offering it, is there?

If you'd like to know more about the Plain English Campaign and its services, visit www.plainenglish.co.uk, and if your organisation is a trusted generator of gobbledegook, you just might find samples of it on the website under 'How not to write English!'

Here are some examples of gobbledegook you'll enjoy. Some of them have translations

into Plain English and the others...well, there's a lot of work to be done!

1. **Before:** 'Your enquiry about the use of the entrance area at the library for the purpose of displaying posters and leaflets about Welfare and Supplementary Benefit rights, gives rise to the question of the provenance and authoritative nature of the material to be displayed. Posters and leaflets issued by the Central Office of Information, the Department of Health and Social Security and other authoritative bodies are usually displayed in libraries, but items of a disputatious or polemic kind, whilst not necessarily excluded, are considered individually.'

After: 'Thank you for your letter asking permission to put up posters in the entrance area of the library. Before we can give you an answer, we will need to see a copy of the posters to make sure they won't offend anyone.'

2. **Before:** 'It is important that you shall read the notes, advice and information detailed opposite, then complete the form overleaf (all sections) prior to its immediate return

to the Council by way of the envelope provided.'

After: 'Please read the notes opposite before you fill in the form. Then send it back to us as soon as possible in the envelope provided.'

3. An unnamed lawyer's suggested replacement for the word 'container' in a patent application:

'...is especially effective if applied immediately after washing, when the normal acid condition of the skin may be disturbed and when the sebum content of the stratum corneum may be depleted.'

(pure unadulterated gobbledegook!)

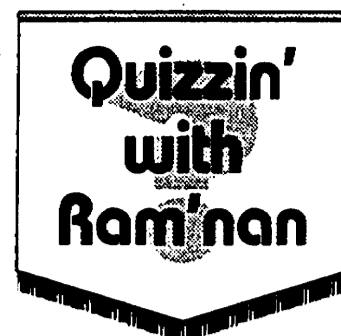
4. For directions for use of a cream:

'...is especially effective if applied immediately after washing, when the normal acid condition of the skin may be disturbed and when the sebum content of the stratum corneum may be depleted.'

(scalp or body we're still trying to figure out!)

Megha Abraham

(Courtesy: Connecting, Journal of the British Council.)



(Current Affairs questions are from the period April 1st to 15th. Questions 11 to 20 pertain to Tamil Nadu and Chennai.)

1. Of the seven new members welcomed to NATO on April 1st, four are Lithuania, Estonia, Slovenia and Latvia. Name the other three.

2. If it's A.B. Vajpayee for India, who is it for Sri Lanka?

3. Who is the new U.S. Masters' golf champion?

4. Where did the century's *Simhasa Mahakumbh* begin on April 5th?

5. The Kepler Conjecture, a long-standing mathematical problem, was solved recently. What does it provide an answer for?

6. Which industrialist, who is also an MP, bought Tipu Sultan's legendary sword for approximately Rs. 1.5 crore recently?

7. Name the legendary Odissi exponent and a Padma Vibhushan awardee who passed away on April 7th.

8. Which Indian billionaire recently paid a world record £70 million for a home in London?

9. What cricketing high was reached at St. John's, Antigua, on April 12th?

10. Which firm recently became India's first listed IT firm to cross \$ 1 billion in turnover?

11. Which District was carved out of Coimbatore in 1979?

12. Where, near the Marina, was the first roadside ground converted to green space in the city?

13. Which place did the British call 'Bara Mahal', meaning 12 fortresses, forming an impregnable defence?

14. The World Bank has selected four districts in the State for a pilot study on poverty reduction. Two are Dharmapuri and Villupuram. Name the other two.

15. Which living legend made her film debut in K. Subramanyam's *Seva Sadhanam* (1938)?

16. What was the LIC building on Mount Road, the first skyscraper in the South, called when it took shape initially?

17. What new safari has been introduced at the Vandalur Zoo recently?

18. Why were K.N. Priya, N. Latha and M. Sangeetha in the news recently?

19. A business poser. Who is the new chairman of CII, Tamil Nadu?

20. Babaji Rajah Bhonsle Chatterapaty is the scion of which royal family in the State?

(Answers on page 8)

Policing or Counselling?

A tightrope walk for All-Women Police Stations

With Tamil Nadu a pioneer in many women-related issues, the concept of All-Women Police Stations (AWPS) is merely one more feather in its cap. The first AWPS was opened in 1992 in the Thousand Lights area. But nearly a dozen years and nine AWPSs in the city later, there are still mixed reactions to this public service in the metro.

Says Superintendent of Police, Women's Wing, Kalpana Nayak (who is also the Commandant of the Women's Police Battalion), "The concept originated from the needs of women, with their specific concerns and problems. It was felt they would be more comfortable with women police officers - who, besides going through the normal police training, undergo training modules that focus on counselling techniques, addressing women-specific issues and investigating crimes against women. Effective ways of handling the wide range of problems encountered by different strata of society are continually being studied and incorporated in the training programme." But are women complainants comfortable with AWPS?

By and large, public response has been positive, with 'popular' AWPSs like the one in Adyar being called from as far as even Pammal and Perambur. There are many like the 70-year-old Parvatiamma who insists on receiving her maintenance money from her estranged son only in front of the woman police officer on duty at the local AWPS (even after many years of her case being looked into and resolved). 1091, the women's helpline earlier manned by an NGO, has been fully taken over by the AWPSs since 2002. In each of these stations, besides the regular women police staff on duty, two counsellors provide support - 10 a.m. to 5 p.m. on all weekdays - and recommend deaddiction centres, short-stay homes and hostels wherever necessary, during 2 or 3 sittings with those who need help.

Says one woman Sub-Inspector, "Of the average 35 petitions received each day, most are about domestic quarrels. Over the last ten years, there has been an increase in the number of cases. Earlier, there were more complaints from the middle-class; now it is more from the lower income group. Professional handling at the AWPS has seen many men go through major attitudinal changes. Many satisfied complainants keep in touch, even after many years. And confidence levels in the AWPS have increased so much that even men come to complain of inde-

cent behaviour' by their spouses. While most middle/upper middle class hesitate to come to these police stations due to a perceived social stigma, the poorer classes are not bothered about this aspect."

But complaints do trickle in about the AWPSs themselves, "irresponsible and callous handling" and "unprofessional behaviour" being the least of them. "The women police stations are no different from male police stations in their treatment of certain sensitive issues. Sometimes they're worse!" say many lawyers. But Letika Saran, ADGP, Training, at the Police

● by SHOBHA MENON

Training College, feels, "Basic training for all police personnel has been modified to include a preliminary introduction right at the beginning emphasising human rights, gender rights, the police image, ethics and similar concepts, a foundation, we hope, that will be reinforced in their succeeding law classes and help them to hone their skills and empower them to handle effectively the many cases they come across. Sub-Inspectors and Inspectors undergo training on special counselling techniques along with integrated investigation modules. Two batches of 25 women police are

trained each month. A lot of new changes are happening at the training stage, and we need to give it a year for all these changes to settle and the newer techniques to be effectively incorporated."

A welcome introduction is the recent appointment of two women police officers at each Station as Reception Officers, who are expressly given training to receive visitors and guide them to the concerned department, besides recording and registering complaints.

Says an inspector at the Adyar AWPS, "A positive fact is that we're on the threshold of

change. 20 years ago no woman would come to a police station. With development and empowerment of women, there are more and more conflicts waiting to be resolved. It is important to listen to their stories, to build confidence, guide and counsel them, and to understand what the complainant actually wants (many women say 'My husband beats me up regularly. Please put the fear of God in him, but see that you DON'T hurt him physically in any way'). Many come to the AWPS because they want immediate resolution of their problems and going to court would mean indefinite de-

A RAILWAY PROBLEM

(Continued from page 4)

with the T.T. certifying their work. The experiment failed miserably. Everyone uniformly collected the perks sanctioned, but didn't deliver," he recalls.

A senior employee of the Southern Railway commented, "It is certainly sad to see coaches littered by fruit and groundnut peels and empty water packets. Ensuring a periodic removal of waste generated is possible in the super fast long distance trains with appropriate coordination between Train Superintendents, attendants and lascars. In overnight, short distance trains it is nearly impossible. In AC coaches there are fewer passengers and less waste. But there again, many use the bins, mostly because they can't open the windows to throw stuff outside! We need public cooperation to keep platforms and compartments clean."

Currently, the I Class and II AC sleeper coaches are provided with bins. But the II Class

sleeper coaches that have about 70 passengers each have no provision to dispose of waste generated. Suggestions to modify these coaches are, however, being incorporated. While in some older coaches, the available space has been utilised for extra bins, the newer coaches - with more comfort in terms of wider berths and more knee room - have unfortunately no space for bins. Disposable ecobins (that are already on trial in the Northern Railway) are being considered for use in some coaches. Also being considered is the idea of providing paper bags (like in the airlines) for each passenger to collect disposables that will be collected by railway staff later. A legislation that can allow for use of private labour for occasional clean-up work is expected to also ease matters soon (since the Abolition of Contract Labour Act of 1970 forbids utilisation of contract labour for government work).

2003-2004 was meant to be

lay. But even the present extent of the service is not enough, because we are actually addressing only the tip of an iceberg".

A well-known social worker, however, feels, "A very biased way of handling cases is seen generally at AWPSs, with men being the sufferers. Women police personnel need to be trained better in the art of judicious handling of every case. There is also a crying need for follow-up after directing a case to other socially active organisations. The solution lies in forming core group partnerships with NGOs."

Kalpana Nayak responds, "We do realise the importance of monitoring the quality of disposal of cases, whether changes recommended are followed in letter and spirit. We're trying to liaise with NGO partners in the field to monitor the implementation aspect, and there is a need felt to expand our network. Also, there are definitely some areas where we need more streamlining. One is the inadequate strength of women in the force - approximately 5000 across all ranks - to handle the innumerable cases that come to our notice. More effective training modules across all ranks that are periodically updated will support better functioning in counselling and investigating crimes against women. And most important is, of course, training our own people to retain their sanity and wellbeing in the midst of this tightrope walk between counselling and policing."

the Railways' 'Year of Customer Satisfaction'. Several steps relating to safety, punctuality and cleanliness were initiated. But, Mr. Anand concludes, "A programme introduced a few months ago at Chennai Central to provide free, hygienic water in the station in passenger's containers - that would have largely cut down on PET bottle waste generation - did not take off due to lack of public support. In spite of the fact that we have an army of Food Inspectors who can legally prosecute anyone under the Prevention of Food Adulteration Act without fear or favour." He was, however, hopeful, "I've noticed that in the last three years we've received more bouquets than brickbats. We welcome suggestions and try to do everything possible to keep customers satisfied. Like the mascot of the Railways, Bholu the Elephant, we might be slow, but we are sure."

Shobha Menon

Westward Ho, young artists

April is dwindling, dreary classes and dreaded exams are done with for the nonce and the thermometer is breaching the century mark with a relentless regularity that even Dravid would envy. It is time for the exodus to commence. Not of those Chennai headed for cooler climes, but of classical performing artistes towards paying patrons in the West.

This has become a predictable annual outflow - predictable inflows being rare in desperately dehydrated Chennai. American tours of Chennai musicians started in earnest in the 1970s, thanks primarily to the pioneering efforts of a few ardent lovers of Carnataka *sangeetham* in Cleveland and Toronto. Dancers followed ten years later, with Cleveland again playing a key role.

The reasons for this are varied. The primary reason is, of course, the large and increasingly numerous and prosperous PIO tribe. The genuine love of some of them for classical Indian arts, the longing of almost

all of them for anything that is Indian, and their intense need to attend large and noisy Indian gatherings periodically create a powerful demand pull. The reasons behind the complementary supply push are rather sad.

All countries, including all the rich ones in the West, do a very poor job of compensating their classical artistes. India is downright miserly, tragically so in the South. Save a few 'stars' and those with saving links to filmdom, the rest cannot derive from the classical arts a living

● by N. BALA GANESAN

that can be termed tolerable even by Indian standards. For reasons beyond my comprehension, Chennai, India's self-proclaimed citadel of classicism, is by far the worst offender. Hindustani musicians as a class are paid some ten times as much elsewhere as their Carnataka counterparts in Chennai. With

classical dance, the situation is absolutely shameful. In this centre of Bharata Natyam, talented dancers have to pay to perform. A paying profession, indeed! Hence an eager supply.

Those are the elemental reasons. But, classics don't stop at the elemental level. There are higher reasons; there must be. Almost everyone who loves art in any form has some level of interest in and abiding curiosity about its other forms. This holds true for both artistes and audiences. This level of interest, this curiosity, isn't necessarily high enough to pay for the ticket to a performance. However, with some effort, it can be pushed there. Those who love classical art can be enticed, cajoled and pushed into appreciating forms of art that may seem foreign, initially. Appeal and appreciation can be widened and made universal.

M.S. Subbulakshmi did it. Ravi Shankar did it. Since the mid-1970s, Shakti has done it. The efforts of McLaughlin, Vinayakram, L. Shankar, Ramnad Raghavan, Zakir Hussain and now U.Srinivas and Selvaganesha have been instrumental in more than one sense in exposing Americans to the delights of Indian classical music. They may be the initial beneficiaries of their efforts, but Indian classical music is the ultimate beneficiary.

Unfortunately, very few of the Indian classical music and dance performances in North America have such promotion of Indian art as even a tertiary objective. Almost all such performances are hosted by Indian organisations that are essentially PIO versions of Chennai's *sabhas*, with matching core memberships. Their primary aim is to satisfy their own love of Indian classical music or dance. The secondary objective is to ensure that their children receive at least some exposure to them. These are not objectionable objectives; on the contrary, they are laudable. But these organisations and the artistes they host generally stop right there. They seldom take the additional few steps necessary to promote the art forms themselves. To my limited knowledge, there is only one organisation with the sole or primary objective of promoting Indian classical arts in North America. A wonderful opportunity is being squandered by the others.

Barring notable exceptions, the audience in such South Indian classical performances is



The Beatle from Madras

The legend of the Beatles - four working class youths from Liverpool, England - who presided over popular culture in the 1960s with their irrefragable brand of attitude and music is part of 20th Century lore. A veritable legend has been built around their rise to prominence, changing music in the world forever. Among other things, the Beatles will be remembered for ushering India into global prominence, with their publicised forays into Indian classical music and spirituality.

Madras too has a link to the Beatle story - in more ways than one. Before their rise to prominence, the Beatles began as a high school band formed by John Lennon, then a scruffy Liverpool rebel. He was soon to be joined by Paul McCartney and George Harrison. The trio were a constant in the band, whose extended line-up was to change, as is the wont of aspiring rock groups.

In late 1960s, they were joined by a charismatic, but average drummer, Pete Best. Randolph Peter Best - better known as Pete Best - was born in Madras on November 24, 1941. Pete Best and his family played a key role in the rise of the Beatles to stardom. His mother Mona Best ran The Casbah Club, a cellar club in Hayman's Green in Liverpool, where the Beatles performed to ecstatic local fans. It was, together with the Cavern Club, she introduced them to the launchpad for their career. Pete Best himself features on the early recordings of the Beatles produced by the legendary German composer Bert Kaempfert.

One such recording that now has an almost mythic status in Beatle circles is *My Bonnie*, in which the Beatles backed the British crooner, Tony Sheridan. Pete Best's brief tenure with the Beatles came to an end in August 1962, when Ringo Starr, a more exemplary drummer, was chosen to replace him on the recording of *Love Me Do*. And so it was that Madras - the city of Pete Best's birth - just missed out on its piece of posterity in the Beatles legend.

Enquiries in Madras indicate that the Best family was likely to have been a British expat family that lived in Madras during its pre-independence years. It is worth mentioning that another British star, Engelbert Humperdinck - originally Gerry Dorsey - was also born in Madras.

Madras' other notable link to the Beatle legend is closer to our time. In the mid-1960s, George Harrison recorded portions of his album *Chances at the Media Artists Studio in Balaji Nagar*. According to Paul Jacob of *Bodhi Muzik*, these recordings marked a collaborative effort between Harrison and *sitar* maestro, Pandit Ravi Shankar. George Harrison, of course, was the Beatle with strongest India links. His commitment to Indian classical music has influenced classic tracks such as *Norwegian Wood, Across the Universe* and *My Sweet Lord*. Harrison, often called the gentle Beatle, was known for his forays into spirituality, first with the Maharishi Foundation, and later with the ISKCON Movement.

George Harrison, incidentally, was the Beatle who came off worst when Pete Best was dropped. A few days after Best's summary exit, his outraged fans protested outside the Cavern Club and in the ensuing scuffles, Harrison received a black eye.

The Indian connection with rock has continued since Harrison's work in Madras. Early in 2003, jazz legend John McLaughlin reprised his role with Zakir Hussain, Vikku Vinayakaram and Selva Ganesh in a concert titled *Remembering Shakti*. Its music celebrated one of the best-known fusion experiments in world music.

Today, Chennai is home to several homegrown musicians who are, in every sense, global. A.R. Rahman, Sandeep Chowta, Harris Jayaraj, Praveen Mani, Keith Peters and Sivamani are all accomplished musicians who have made their mark globally. Though film music is their mainstay, each of these maestros continues to contribute in pivotal ways to a vibrant global music tradition. Notable among these is *Bombay Dreams*, Rahman's collaborative musical with British composer, Andrew Lloyd Webber. All these facts point to the vibrant reality that the music scene in Chennai is alive and well and tuned into tomorrow.

Joseph Fernandez

roughly 80+% South Indian, and even less than 5% American. Phrases such as "preaching to the choir" and "carrying coals to Newcastle" don't seem inappropriate in this context. As noted, there are exceptions - the efforts of Lata Pada and Trichy Sankaran in Toronto and some of the hosting organisations in such cities as Stamford, Portland, St. Louis, Calgary, Edmonton and Montreal come to mind. But, these exceptions

are just that, exceptions. Leading academic and professional institutions of the arts are rarely involved. Why can't their involvement be sought? Why can't a wider audience be pursued?

Classical arts cannot survive unless classical artistes thrive. Too few of our Westward-bound artistes seem to realise that classical artistes cannot survive unless classical artists thrive. Art, not just artistes, needs promotion.

• Indian Bank football

Gamely playing on despite constraints

Though not known as a hub of football, Chennai is home to the Indian Bank football team which has participated four times in the National Football League (NFL) since the inception of the League in 1996-97.

However, the track record of the team in the NFL is patchy. In the first edition, it stood fifth in a tournament of 12 teams. The second edition was no better. It stood eighth in a field of 10 teams, winning five, drawing six, and losing seven matches. However, the team did exceedingly well in the second phase of the edition, losing once to Dempo. It defeated F.C. Cochin and drew against East Bengal, Mohun Bagan, Salgaocar and Churchill Brothers.

In the third edition, the team stood eleventh in a field of 12 and was relegated to the second division. It even lost to a weak team like Indian Telephone Industries (ITI). It could not qualify for the league for three

years until the seventh edition in 2002-03.

The seventh edition saw the team finishing tenth, ahead of only Hindustan Aeronautics Limited (HAL), Bangalore; and ITI. It could win only five matches out of 22. It lost heavily against top-rung teams.

In the eighth edition, the team is facing the prospect of relegation to the second division. It is now at the bottom of the table.

• by
PHILEM DIPAK SINGH

The reasons for the poor performance are not far to seek. The coach of the team and former India captain, V.P. Sathyan, attributed it to the meagre resources available to the team. This is because it is an institutional team, unlike teams from Goa and Kolkata. The team spends around Rs. 2 lakh

in a year, which constitutes only 1 per cent of total spending of teams in Calcutta (Rs. 2-3 crore). Only five players out of 20 are bank employees with regular salaries. Others are contract players and get only Rs. 5000 a month, a miniscule amount compared to players of big teams.

It also nurtures other sports teams, like hockey, cricket, basketball, volleyball, chess and carrom, making financing very difficult. The team does not have even a football ground on its own. It trains at Madras University Union Grounds in Spur Tank Road.

The team has also little exposure to other all-India tournaments, also because of lack of finance. It cannot bring in good players from other teams. A Baichung Bhutia demands Rs. 25-30 lakh in a season, which is simply out of reach of the Indian Bank.

However, the coach is not unhappy with his team's performance. "We do not have resources to bring good players from other teams. In the circumstance, I am proud of the performance of our boys," says V.P. Sathyan.

"Our team lacks sustained effort throughout 90 minutes. We also did not convert the chances that came our way", the coach adds. Sabir Pasha, a team member and veteran India player, echoes the same, "We are good in patches. We do well for 15 minutes and then relax and the game goes out of our

WHAT'S HAPPENING TO ADYAR CREEK?

(Continued from page 1)

highrise in all the area between San Thomé High Road and what was the San Thomé Beach.

This stretch of San Thomé High Road certainly cannot stand such development — not that the wider stretch further on can — but, worse, this development appears to go against the entire spirit of the Coastal Zone Regulations. And if that spirit is no longer to be respected, we will soon see highrise all along the stretch between the San Thomé Beach and San Thomé High Road.

With such development already going on further down San Thomé High Road, this is a road headed for gridlock and environmental disaster. Suggestions already being mooted to solve the problem that has already started revealing itself include a new coastal road, flyovers, an elevated road — blocking the evening breezes — the loss of yet another bit of wetland and the destruction of both natural and built heritage.

Does anyone really care in the city?

(Also see Page 3)

Country's 'richest' town is losing out

(Continued from page 1)

"During the last one year, around 400 accounts were closed and there is no improvement in business."

Located at 3,500 feet above sea level, Valparai, another Tamil Nadu hill station — though officially not declared as one — has a population of 94,142 (2001 census).

Located in the scenic Anamalai mountain range, the entire Valparai taluk is 217.81 sq.km in extent. Valparai is 104 km. from Coimbatore, involving a three-and-half-hour drive.

The development of Valparai as a vibrant tourist destination is constricted by absence of freehold land for building ho-

tels and other support infrastructure, as a good part of the hills are owned/leased by the tea companies and the rest has been declared a forest reserve. Further, most of the view spots and waterfalls are located inside the estates.

"To lure tourists, any hill station should have the following attractions — a lake with boating, good hotels and roads," says the Town Panchayat Chairperson Selvi Vijayarajan. A proposal to build a lake in Valparai with boating facilities, and to develop roadside amenities near Attakatti awaits the State Government's sanction.

Venkatachari
Jagannathan

hands," he says. This is, in fact, true; in some matches, the team had early leads, but failed to capitalise on them.

Chennai needs a football team on the lines of teams in Calcutta and Goa. Institutional

teams have limits on spending. The city needs to find a different way to inculcate a football culture so that sponsorships will be forthcoming. — (Courtesy: *The Word*, the lab journal of the Asian College of Journalism.)

Answers to Quiz

1. Bulgaria, Romania and Slovakia; 2. Mahinda Rajapakse; 3. Phil Mickelson; 4. Ujjain; 5. The most efficient way to pack oranges!; 6. United Breweries' Vijay Mallya; 7. Kelucharan Mahapatra; 8. Lakshmi Niwas Mittal; 9. Brian Lara became the first batsman to score 400 runs in a single innings; 10. Infosys.

* * *

11. Erode; 12. At *Kuilthottam* on San Thomé High Road; 13. Salem and its adjoining districts; 14. Ramanathapuram and Perambalur; 15. M.S. Subbulakshmi; 16. United India building; 17. Deer safari; 18. They were the three Tamil Nadu athletes to win medals at the SAF Games in Islamabad recently; 19. T.T. Ashok; 20. Thanjavur.

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