

TOWN PLANNING & TRANSPORT NUMBER

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TEACHING TRAFFIC PROBLEM TO CHILDREN

MONTHLY BY INDIA-HOUSE, MADRAS.,

Death that must come, comes nobly
when we give

Our wealth, and life and all, to
make men live.

—Hitonadeca

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THE MUNICIPAL GAZETTE

CONTENTS

	Page No.		Page No.
General Recommartenendation of town Planning ...	1	Keep Death of the Roads	9
S ome Ideas on Town Planning	1	Formation of ,Dwelling Communties'	
Town Planning & The Common Man	4	in Yugoslavia	11
City Housing in New China	5	Civic & Municipal page	14
N U. S. Shopping Centres Playing-		The Auto Ace in the United States-New	15
ew Roles in Suburban Life	8	Thenoise Problem in Town Planning	16



J. Kriahnamurti.

In my garden there is life and death, the laughter of many flowers and the cry of falling petals.

A dead tree and a green tree look on each other. It is mid-summer and the shadows are dancing save about the dead tree.

The song of waters shall not set it a-dancing, nor the rain bring forth the hidden leaves.

Ah, it is so bare, so empty!

Who shall nourish it, who shall caress it with life?

The far skies look down on the dead and the living.

Through the long suffering winter, lies concealed a seed of lovely promise. Cold winds, tearing gales, noisy storms, hold back the love-lines of the seeds. Dark days and sunless hours deny the glory of the seed.

With the soft breeze from the warm south the hidden seed awakens to life.

The song of the birds over the blue skies calls the still seed to life.

The scent of warm rains awakens deep memories of the seed to life.

Through the burden of heavy earth, life breaks forth and rejoices.

It grew by the dusty road-side among the lazy stones.

With its single flower, it danced the day long.

A boy, on his homeward way, uproots it and throws it away.

Creation lies in the path of careless love

—J. Krishnamurti

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GENERAL RECOMMENDATION OF TOWN PLANNING

1. All comprehensive Town Planning act on more direct and simple line and with greater compulsory powers than the British Housing.

(a) All undeveloped areas in or adjoining all towns or cities.

(b) The improvement of areas already wholly or partially built up.

2. The creation of Town-planning and Housing Commissioners to consider, amend and approve all town-planning proposals or to take action in case of neglect by local authority.

3. A town-planning authority (wherever possible the City Council for every town or city in the State), whose duty it shall be to prepare a plan and regulations for the future development, amenity and improvement of the district or town irrespective of present administrative boundaries.

4. The essential provisions of such a Town Planning Act should include:

(a) Power to lay down street and building lines, and to make requirements as to street construction.

(b) To vary statutory widths of roads, Etc.

(c) To prescribe the maximum height and character and to limit the number of buildings per acre, (This may vary in different parts of the town.)

(d) To prescribe special districts for factories and other purposes.

(e) To acquire or secure lands for open spaces, parksbelts, street or city improvement, clearance of insanitary areas, or other public purposes (including garden suburbs), at the Government valuation current prior to the intiation of the town-planning or city improvements scheme.

(f) To secure for the public a proper proportion of the betterment due to any public improvement under town-planning.

(g) To provide for creation of parks for public use and for the protection of the native fauna and flora.

5. It is desirable that,

(a) All main or arterial roads should be subsidized or maintained by the state.

(b) Cheap and rapid transit and rail or water facilities should be an integral part of town-planning schemes.

(c) Tenement houses should be strongly discouraged and the principle of one family maintained.

(d) That scenery and natural features, such as streams and hill summits, and objects of historic or scientific interest, should be preserved, and wherever practicable, belts of open country permanently reserved on the outskirts of cities and new suburbs.

(e) That the principles of the garden city movement should be applied or adapted to every scheme of town-planning, or to every new town created in the state.

SOME IDEAS ON TOWN PLANNING

The growth of cities and towns in India has been haphazard. No attention was ever paid to proper town planning. During the Moghal and also early part of the British rule in India most of the people lived in villages as the overwhelming majority of Indian people belonged to the Agricultural classes either as tenants or Zamindars. Even in cities in

early part of the British rule no amenities, such as pucca roads, drains, water supply and lights etc., were provided. People liked to live in villages rather than cities and maintained themselves on agriculture and cottage industries. During the Moghal rule in India beautiful and palatial buildings were constructed but no care was taken to provide amenities to the general public living in cities and towns. The

Municipalities did not exist. The Rulers paid no attention to proper town planning. It is stated that the old cities were planned in such a way that the armies of the enemy could not pass through the streets except in single column. It can't be stated how the idea of constructing back to back houses originated. The houses having been so constructed people mostly passed their time in verandahs with heavy curtains to protect them against the inclemency of the weather. Rooms were only used as godowns as they were dark and dingy. The necessity of wider roads was not felt as there was not fast-moving traffic. The only conveyances used were *Raths* or *Bahlies*.

CITIES GROW

With the advent of British rule in India and the invention of fast-moving vehicles and establishment of mill industries and trade activities on bigger scale the population began to move from villages to cities and settled there. Municipalities for the first time were introduced in India in 1876. These might have been established earlier in the Presidency towns of Bombay, Calcutta and Madras where the Britishers came and settled first.

INDUSTRIES COME

Even with the establishment of mill industries no proper town planning was thought of. Mills were established on the outskirts of the cities and no consideration was paid to the fact that with the expansion of industries in a particular town, the population will also increase and therefore the town should properly planned. The mill owners themselves never thought of providing either sanitary quarters for the labourers or other amenities, such as hostels, schools etc., for the wards of the workers. They were left to find accommodation for themselves with the result that the labourers congested the localities nearest to their working places.

With the growth of mill industries and other trades not only labour population increased but people working in offices and connected with various trades also increased and they also liked to live nearest to their places of work which created congestion among lower middle class population also.

New Delhi was designed after the Coronation of 1911 and properly planned as it was going to be future capital of India. But at the same time Old Delhi was left untouched. Bombay Corporation was the first to take up town planning and removing of slums. A huge amount had to be spent and is still being spent by the Corporation in acquiring slum areas and improving them in a proper way. In some of the towns of United Provinces, improvement Trusts were established in 1919.

19 POINTS

In town planning the following points should be particularly observed:—

All the wholesale markets should not be concentrated on one road. This is necessary to avoid congestion and obstruction to vehicular traffic.

Wholesale markets should be provided on the outskirts of the city so that vehicles coming from Mofussil may not create congestion on city road. In providing wholesale markets it should also be noted that the means of communications specially the Railway lines may, if possible, be brought within the market area.

Retail market should be provided near the inhabited areas.

Markets for such trades as Timber, Fuel wood, Coal, Iron, Building material, and Hides, which occupy space and take much time in loading and unloading goods should be so provided that the vehicles laden with goods can be driven straight into the compound of the market and where they may be loaded or unloaded.

Residential area should be quite separate from the areas meant for the commercial activities so that the people may live in a peaceful atmosphere.

Regular bus stops, suburban stations, cycle tracks and all the necessary convenience for fast-moving traffic will be provided. Besides the existing railway stations, two more terminal stations, one somewhere north of Purana Qila and the other near Gulabi Bagh will be opened. These stations will be connected with the Circular Road.

RING ROAD

The Ring Road will have two-way vehicular traffic and also a submerged track in the centre for running electric trains.

Cross-communication roads connecting the Ring Road with various parts of the city will also be provided. These will be laid down on the model of Ring Road with stations at convenient points.

The Ring Road in addition to connecting the interior of the city will also provide a link with the exterior development zones which are proposed to be located between the Green Belt and the city.

A system of radial roads to connect the interior with the Ring Road and also the satellite towns beyond the Green Belt (explained below) is

also proposed to be provided. These radial roads will also connect the provincial towns and villages with Delhi.

DENSITY OF POPULATION

The density of population within the city will not be allowed to cross beyond the limit of 50 persons per acre. This means that sufficient open space in the form of parks and gardens will be provided within the city.

To limit the ultimate expansion of Greater Delhi a Green Belt is proposed to be set apart. This will also serve as a safety zone so that the city does not eat away the land of the villages. Inside the Green Belt poultry and dairy farms, fruit gardens and various other agricultural units will be located. The idea is that Greater Delhi should be self-sufficient in regard to fruits, vegetables and cereals.

An industrial zone will be located between the Green Belt and Ring Road and it is hoped ultimately the existing industries located in the heart of city will be shifted to this area. A number of new light industries are also expected to be located here.

Beyond the Green Belt the growing population of Delhi will be concentrated in a number of satellite towns which are expected to grow up in due course.

CENTRAL PLANNING AUTHORITY

One essential requisite for implementing this master plan is to set up a central planning authority for the city as soon as possible. At present there are a number of local bodies and planned effort is rendered difficult.

The only remedy is either to set up a corporation for the whole of Delhi or to establish a central-planning authority representing the various local self-governing bodies such as Delhi Municipal Committee, the New Delhi Municipal Committee, Notified Area Committees and the Improvement Trust which can take up the work.

A comprehensive legislation in town planning is also essential to help the central authority in carrying out its work in an organized manner.

"Our main aim" Mr. Joglekar said in an interview, "is to limit expansion of a town beyond a preconceived figure of population and in case of Greater Delhi it should not be more than 20 lakhs. And if there is any inclination that the population will grow beyond the preconceived figure the overspilled population must be housed in satellite towns located outside the Green Belt. This is with a view to avoid over crowding and congestion in the centre."

Special areas be left for constructing hospitals for specific diseases, and clinics, and also for sanatoriums if the climatic condition of a city may warrant it.

Areas in different directions should be reserved for stabling animals and carriages plying for hire.

An area be set apart for milch cattle with pasture land close-by.

If a city is situated on a river bank, its bank should be kept open for a pleasure drive as Marine Drive in Bombay and Clifton in Karachi and it should be provided with seating accommodation for visitors.

There must be separate roads for slow-moving traffic. If it is not possible in any particular city, certain hours in the morning and evening be specified and during these hours slow-moving traffic should not be allowed to pass on these roads on which fast moving traffic is heavy.

Area for district courts, jails, and police lines should be so vast that the quarters for the officers may also be constructed close by.

In every city of India open spaces should be reserved for people carrying on business by hawking. If no yards are provided for these people, they flock on roads and block roads and pavements causing obstruction to the vehicular traffic and also passersby. Thus accidents which occur on roads and which sometimes are fatal, can also be avoided to a great extent. Hence in the interest of public safety it is very essential that separate areas should be reserved for hawkers in different localities.

It is preferable that the labour colony should be close to the respective mill and it should be either provided by the mill owners and, if it may not be possible, a labour area should be provided and the quarters be constructed thereon by the Co-operative Societies and let on hire-purchase system to the labourers.

The frontage of residential houses and commercial buildings should observe strict uniformity. It may differ on different roads. The interior may be according to the taste and needs of the occupiers.

In big cities Swimming Pools, Museums, Zoo should also be provided.

In town planning it is very essential that an area at least two to three miles around outside the limits of local bodies should be acquired and kept reserved for further expansion if necessary.

1917/9

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Traffic should be wide enough and parking places either in the middle of the roads or a place close to the highly busy trading centres be provided.

While reserving residential area it should also be noted that it should be far away from the mill area and not situated towards the west so that it may be safe from the Westerly winds which blow 9 months

out of 12 months in a year. If this point is not kept in view, the inhabited area will be over-taken by smoke and soot of coal emitting from Chimneys.

An area be reserved for obnoxious trades and Slaughter houses with pens for cattle should be far away from the residential area.

TOWN PLANNING & THE COMMON MAN

BY ETHEL MANNIN

I HAVE been studying the evidence on Future Housing Policy which the Town and Country Planning Association recently submitted to the Ministry of Health Advisory Committee on Housing. The conclusions drawn from what is obviously very carefully collected evidence seem to me entirely sound; I have no quarrel with them as far as they go, but like everything I have ever read by housing experts they do not go far enough. The truth is that the last word on housing for the masses has got to be said by the Common Man. *The only people who really know what sort of houses are best suited to the common need are the people who have got to live in them.* There should be working-class men and women on every housing committee. I don't mean people who were once working-class—like our Labour and trade union leaders—but people who are actually living working-class lives and, therefore, know the actual day-to-day requirements.

Consult All Classes

This of course, assumes that all this much discussed post-war housing reconstruction work is primarily concerned with working-class homes—or anyhow with lower middle-class and working-class homes, and this is as it should be; the middle classes are well enough catered for—though when the work goes beyond the mere providing of houses, and actual town planning is envisaged, middle-class housing cannot be ruled out, since existing middle-class homes contribute their full share to the general uglification of towns and suburbs and even villages. Unless we achieve a classless society after the war—which is doubtful to say the least of it!—no housing committee or town-planning association can afford to concentrate entirely on working and lower middle-class homes. In a class system of society there will continue to be, between the gracious homes of the rich and the standardised homes of the poor, the villas of the great middle-class, nineteenth century industrialist red-brick,

twentieth century pseudo-Tudor, and all the pretentious styles between, from imitation, Dutch to all too genuine brave-new-world. Not merely have the working classes to be given decent homes, but the middle-classes have to be given decent architectural ideas; there are more ways than one of desecrating the countryside and botching Utopian town-planning schemes, Ribbon-buildings and shoddy council houses are not the housing enormities, by any means. Some of the ugliest and most stupid examples of bad building are to be found on middle-class estates, where every house is so aggressively 'different'—and so preposterously pretentious—that no sort of design is achieved, and the whole estate is a straggling formless mess. It would be very right and proper, of course, and 'poetic justice' of the working-class areas of a town or city or suburb should be the most pleasant and gracious, but a properly planned town or city suburb must necessarily conform the system of society in which it exists, and however ideally the working class areas might be planned it is not intelligent planning to allow the scheme to be spoilt by an unimaginative bourgeoisie—or, to put it another way, a bourgeoisie whose architectural ideas are all over the place, purely individualistic, and with no sense of the shape of the town or city or suburb as a community, a whole of which they, the middle classes are merely a part. When people are allowed to build what Osbert Lancaster has so ably defined as "twentieth century functional" cheek by jowl with the "chintzy-chintzy cheerfulness" of typical suburban rough-cast and half-timbering, the results may be satisfactory enough to the individuals concerned, but all question of planning goes by the board. This middle-class formlessness contributes just as much ugliness to suburbia as we at present know it as working class standardisation. It is an aspect of post-war-reconstruction that should not be overlooked by housing committees and town-planning associations, and Point 3 of the National Planning Basis of the Town and Country Planning Association might lay stronger emphasis on these considerations.

Gardens Without Privacy

With the insistence on the importance of a private garden to each house I am, of course, in full accord; no one is going to quarrel with that, but I do not find any recommendations as to the proportionate size of the proposed gardens, and though a private garden is insisted upon, as opposed to a communal garden, or public gardens, there is no indication as to how the essential privacy is to be secured. For, make no mistake about it, a few feet of back garden, however well it may sound on paper, does not constitute a private garden! I speak from personal experience. I lived until I was 19 in various working and lower middle-class houses all of which had private gardens in the sense that each had its own back garden, but the one thing those gardens had in common was that they were not private. They were, in fact, as unprivate as a public park. They were overlooked on either side; they were barely big enough to take the tool shed and coal shed and the family clothes line, and you could not sit out in them without hearing the flushing of the water-closets all along the row. Those of us who valued privacy rather more than others put up strips of trellis along the creosoted fences so that at least we did not have our neighbours looking over the fence at us every time we went outside. To-day it is quite common for these so-called private gardens not even

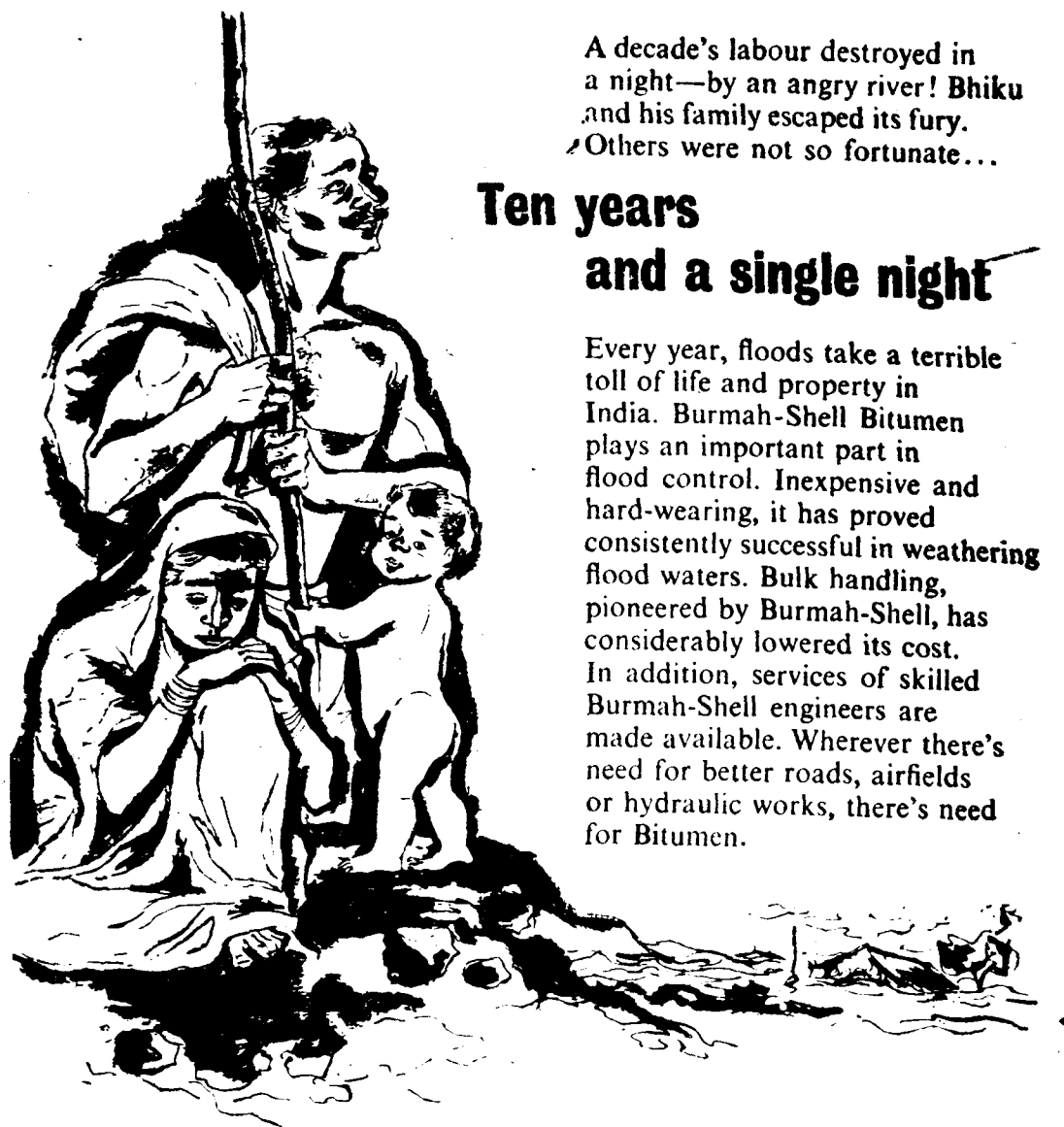
to have low fences, but nothing but stretches of wire to divide off the land; those who can afford to do so put up their own fences or try to grow quick-growing hedges. Every house must, of course, have its own garden, but it must be rather more than a backyard, and it must be as little overlooked as possible. In the case of a house-in-a-row, or a semi-detached house, it is obviously impossible to avoid, completely, being overlooked, but at least the garden can be properly fenced off, with a high fence, on either side, and judiciously planted tree or two will at least minimise the extent to which it is overlooked. A small loggia, or verandah, screened off at either end, would ensure the family a place in which to have outdoor meals in the summer without being overlooked by neighbours. And by small loggia or verandah I emphatically do not mean the horrible arrangement all too common in working-class houses of a glass roof over a strip of concrete, which is as useless as it hideous; I mean a properly designed loggia which is a part of the construction of the house, not an excrescence stuck on as a makeshift after-thought. It should not abut on to an outside W. C. or shed, or be accessible through a scullery; there should be a French window from the living room, or kitchen-living room—and it will not degenerate into a dump for the mangle and zinc bath and other domestic junk if proper shed accommodation is provided for these things.

City Housing In New China

By Wng Pi

With the rapid development of socialist construction in the economic field, China's cities have improved tremendously in appearance. During the ten years or so since the founding of the People's Republic of China, we have not only reconstructed and enlarged 124 large and medium cities, but also built 167 new cities and workers' towns. In line with the Party and government policy "to serve production and the working people" in city construction, we have put up many new dwelling houses. In the ten years from 1950 to 1959, workers' houses built with government fund alone had reached 1,600,000,000 square metres in floor-space. During the First Five-Year Plan period (1953 and 1957), an average of 18,000,000 square metres of floor-space was built per year, but in 1958 and 1959 the average increased to 29,000,000 square metres per year. In many cities, the floor-space of newly built apartment houses has approached or surpassed total living space of the old days. For instance, since liberation Peking's new housing projects have completed 11,000,000 square metres in floor-space, which is equal to the city's total living space for its population in the old days.

Before liberation, although there were a few tall buildings and mansions dotting the major and medium cities of China, they were exclusively occupied by a small number of the ruling class. The broad masses of the labouring people lived either in overcrowded houses or in slums and sub-slums. In Shanghai, for instance, the slum population was over 1,000,000 before liberation. Such slum areas were dark, filthy and congested, each person occupying in the average no more than one square metre of space. In addition, large numbers were literally home-less, sleeping on side-walks, under caves or in deserted sewage pipes. Since liberation, the slums in all cities have been cleared, the hovels rebuilt, and the living conditions of the people steadily improved. Take the case of Shanghai again, during the past ten years, it has not only eliminated the slums and renovated the shanties, but also built apartment houses with some 5,000,000 square metres of floor-space and 18 workers' villages, such as Tsaoyang, Fengcheng, Tienmu, Tienshan, and so on. Hundreds of thousands of workers and their families have moved into spacious and airy new living quarters in beautiful surroundings.



A decade's labour destroyed in a night—by an angry river! Bhiku and his family escaped its fury. Others were not so fortunate...

Ten years and a single night

Every year, floods take a terrible toll of life and property in India. **Burmah-Shell Bitumen** plays an important part in flood control. Inexpensive and hard-wearing, it has proved consistently successful in weathering flood waters. Bulk handling, pioneered by **Burmah-Shell**, has considerably lowered its cost. In addition, services of skilled **Burmah-Shell** engineers are made available. Wherever there's need for better roads, airfields or hydraulic works, there's need for **Bitumen**.



In 1957, this 3,500 ft. embankment on Bengal's river Torsa was protected by Bitumen grouted 18" boulder-pitching. This one-time trouble spot, has since withstood heavy seasonal floods.

BURMAH-SHELL BITUMEN FOR EMBANKMENT PROTECTION

NOVEMBER 1961

Chu Yung-kang, an old worker of the Yinfeng Woollen Mill in Shanghai, had lived with his parents and children fully 31 years in a small boat on the Soochow Creek which he called his home. In 1952, thanks to the care of the Party and government, he and his family moved to a new house in the Tsaoyang Village. In Taiyuan, capital of Shansi Province, only 2,000,000 square metres of living space were built in about 1,000 years from 981 to 1949 A. D. However, in the short space, of ten years since liberation, the total floorspace of newly built living quarters has already reached 3,000 000 square metres, one and a half times that of pre-liberation days. In Hefei, Anhwei Province, the total floor-space newly built since liberation is eight times that of its original living space. Large numbers of apartment houses have also been built in Sian, Loyang, Chengchow, Wuhan, Lanchow and other cities. The rapid development of new housing projects has enabled boat-dwellers for generations to settle down permanently on land. For instance, in Canton there used to be some 60,000 people living in more than 10,000 boats in the Pearl River. But now they have all moved to newly built Fishermen's Village in Lichiwan. Likewise, the fishing folk in Haifeng, Swawei and Hsinkang in Kwangtung Province have also settled down in the new villages one after another.

In the last few years, extensive house building has also been carried out in national minority regions, enabling thousands upon thousands of nomadic herdsmen to move from their tents into new permanent homes. In Huhehot, capital of Inner Mongolia, living quarters built since liberation has exceeded the total area built in 300 years prior to the liberation. In Nanning, capital of the Chuang People's Autonomous Region in Kwangsi, the city area has expanded from 4 52 square kilometres soon after the liberation to 128 square kilometres now. In dozens of other cities where national minorities live, such as Yinchuan in the Ningsia Hui People's Autonomous Region, Urumchi in the Sinkiang Uighur Autonomous Region, new housing projects have been doubled and trebled constantly. In these new projects, care has been taken to keep the traditional styles of the national minorities.

The building of new houses in China follows the policy of "practicability, economy and, if conditions permit, beauty". The houses are arranged rationally and systematically and built by whole streets or blocks according to a city plan. Attention is paid not only to practical demands and rational arrangement of component units, but also to collective relationships with the construction of appropriate public facilities and service establishments. The houses are built as attractively as possible with the least amount of money, and trees and flowers are planted around the houses so as to give the occupants a feeling of

comfort and relaxation. In the new Tsaoyang Village built in 1951 in Shanghai, there are green trees and beautiful flowers, while the buildings consist of units of different styles. The village also has co-operative stores, public canteens, clinics, Kindergartens, nurseries, schools, bank branches, a post office, a house of culture and a theatre. Markets and cooperative stores are located in every neighbourhood for the convenience of the residents.

Houses newly built in China are generally based on standard designs. Each region has worked out a set of housing designs to suit local conditions, paying as much attention as possible to the utilization of local materials and the standardization and flexibility of the component parts. Certain technical specifications and standards of building cost have been set up. Owing to the adoption of the methods of going deeply among masses, carrying on investigations and inquiries, listening to suggestions and making analysis, research and group discussions by the designing departments, the level of designing has steadily improved. In 1957, a nationwide contest of designing for workers' and miners, housing projects was held. Among the 1,200-odd designs submitted, a number of good ones were chosen, while others were improved upon with modifications. The adoption of these standard designs has ensured greater, faster, better and more economical results in building houses for workers in the cities.

In houses designing, we also pay attention to the requirements of socialist collective production, especially since the establishment of people's communes in urban areas. We are now studying how to design new types of living quarters for our city inhabitants.

In building houses, we have carried out the policy of "walking on two legs"; in other words, we have utilized the forces of the state, enterprises, people's communes and the board masses of the people, and built new houses as well as renovated old ones. All the positive factors have thus been mobilized and the speed of house building accelerated. The City of Tientsin, since liberation, aside from building new houses to accommodate workers and their dependants up to 800,000 people, has also renovated 800,000 rooms in old houses. With added facilities, the houses provide better living conditions for the inhabitants.

The large scope and rapid speed of house building in China's cities during the past ten years or so, like development in other fields, are unprecedented in Chinese history. However, the present housing is still far from adequate to meet the growing demands arising out of the rapid development of our national economic construction and the constant improvement in the people's living standards. With the continued leap forward of our national economy, China will continue to build more housing projects for her urban population and improve the living conditions of her working people.

U. S. Shopping Centres Playing New Roles in Suburban Life

NEW YORK—A new aspect of suburban life is developing around many of the newest and largest regional shopping centres in the United States.

There are now more than 4,500 regional shopping centres in the suburbs of America's cities, and their amazing growth in recent years is due primarily to the phenomenal population growth in the suburbs. Almost two-thirds of the entire population increase in the past decade occurred in the suburbs outside larger cities.

With the suburban population now in excess of 53 million, many of the stores in the larger cities' down town retail districts have opened branch stores in the new regional shopping centers. These shopping centres, with their vast automobile parking fields, have become a complex of 50 to 100 stores. Some of them are branch stores, some of them are operated by their owners.

The new development is that these shopping centres are more and more becoming centres of community activity where people not only trade but also find recreation, culture, and civic activity.

The newer and larger shopping centres, in many respects attempt to duplicate the Greek Agora which was both a market place and the centre of city life, and fill a community need, since meeting halls and entertainment facilities in the new suburbs are not numerous.

One can find, in the larger shopping centres, such diverse activities as square and folk dances, Boy and Girl Scouts meetings, dog obedience training classes, sport car rallies, fashion shows, concerts, fireworks, religious services, union, civic, and cultural meetings, art and science exhibits, movies, little theatre performances, bowling, ice skating, and children's amusement parks, to mention but a few.

Most of the centres which have assumed the new cultural, civic and recreational roles in America's Suburbia are less than four years old, and the prevailing architectural design is contemporary and functional. Many of them have roofed and enclosed malls so that the pedestrian area outside the stores is air conditioned as well as the interior of the buildings.

Bright banners, music from loud speakers or carillons, gardens, fountains, and colour lighting add to the atmosphere of youth and vitality.

Because of their attractiveness, their easy accessibility to surrounding suburban housing development and their ample parking areas and restaurants, the shopping centres are inviting meeting places, and their operators have made great efforts foster this. Obviously such a development increases business in stores.

Most of the shopping centres have one or more halls available for meetings of charitable and civic groups. Usually no fees are charged to charitable organizations for use of the halls and only nominal fees are charged to other organizations.

The shopping centres in the New York-New Jersey area have been in the vanguard of this new suburbia development. Two of the larger meeting places are the Bergen Mall and Garden State shopping centres in Paramus, New Jersey.

Bergen Mall has a 597-seat auditorium, an exhibit hall, and a "playhouse Hall" with stage facilities. A dramatic company holds regular performances there are during the summer season.

Garden State Plaza's auditorium has a capacity of 581. Folding partitions make it possible to divide the hall into smaller five ones.

The meeting places at these two shopping centres are in use almost continuously and reservation have to be made months in advance. These centres have been the setting for fashion shows, bridge (card) parties, teachers' institutes, union meetings, flower shows, art shows pet shows and parent-teacher association meetings. There have been exhibits of Civil War relics, the history of patents, the Post Office Department and the armed forces.

At Christmas and Easter special entertainment is provided in the halls for the children of shoppers. Free nursery service for children of shoppers also is provided at the Bergen Mall.

Another large and popular meeting place is the Roosevelt Field Shopping Centre in Garden City, Long Island, New York. The centre's auditorium can seat 500 and can be partitioned. A caterer is available. A short distance away, along the lower concourse, is an art gallery operated by the shopping centre management. Exhibits are changed periodically.

The Roosevelt Field Centre also has motion picture theatre and an large outdoor ice-skating rink. This centre, like many of the other large centres, remains open six evenings a week.

One of the newest of the shopping centre community auditoriums is at the Commack Centre in Commack, Long Island. The 600-seat auditorium, operated by the Saks 34th department store in the centre, is used for Roman Catholic Masses on Sunday mornings, by a Protestant Ethical Culture Society on alternate Sunday evenings, and Jewish congregations during the High Holy Days. Its use is limited to non-profit groups.

Other features of the new shopping centres are hospitals, medical clinics, banks, hotels, office buildings, post offices, automobile service stations, branch public libraries, beauty shops, reducing saloons, and almost every kind of a facility which one would expect to find in the regular downtown business section of a village or town.

Another new and much-used shopping centre auditorium is at the Manmouth shopping Centre in Eatontown, New Jersey. This hall seats 400 and can be divided by a folding wall. It has a curtained stage, a motion picture screen and public address system.

Another attraction which the large shopping centres have is that almost all of them are open in the evening, until at least 9 o'clock, six days a week. The glamor of all their lights ablaze in the evening when the stores in the regular downtown business district are usually closed has added to the popularity of the shopping centres as meeting places.

KEEP DEATH OF THE ROADS

London Kiddies Learn Traffic Rules While They Play

Accidents do not just happen; they are caused by carelessness and mechanical defects. A child runs into the road without looking, right in front of a car and if the brakes are not good an "accident" results. Better roads, more safety devices and strict enforcement of traffic regulations are some of the universally accepted remedies.

In Britain road accident alone result in an average of 5,000 deaths a year, with 160,000 people injured. By improving traffic conditions it must be possible to reduce the number of accidents; but such preventive remedies, unless supplemented by educational propaganda intended to instill in to people proper road sense, are bound to leave the root of the trouble untouched. Children especially who account for most road accidents, have to be trained in the proper use of roads.

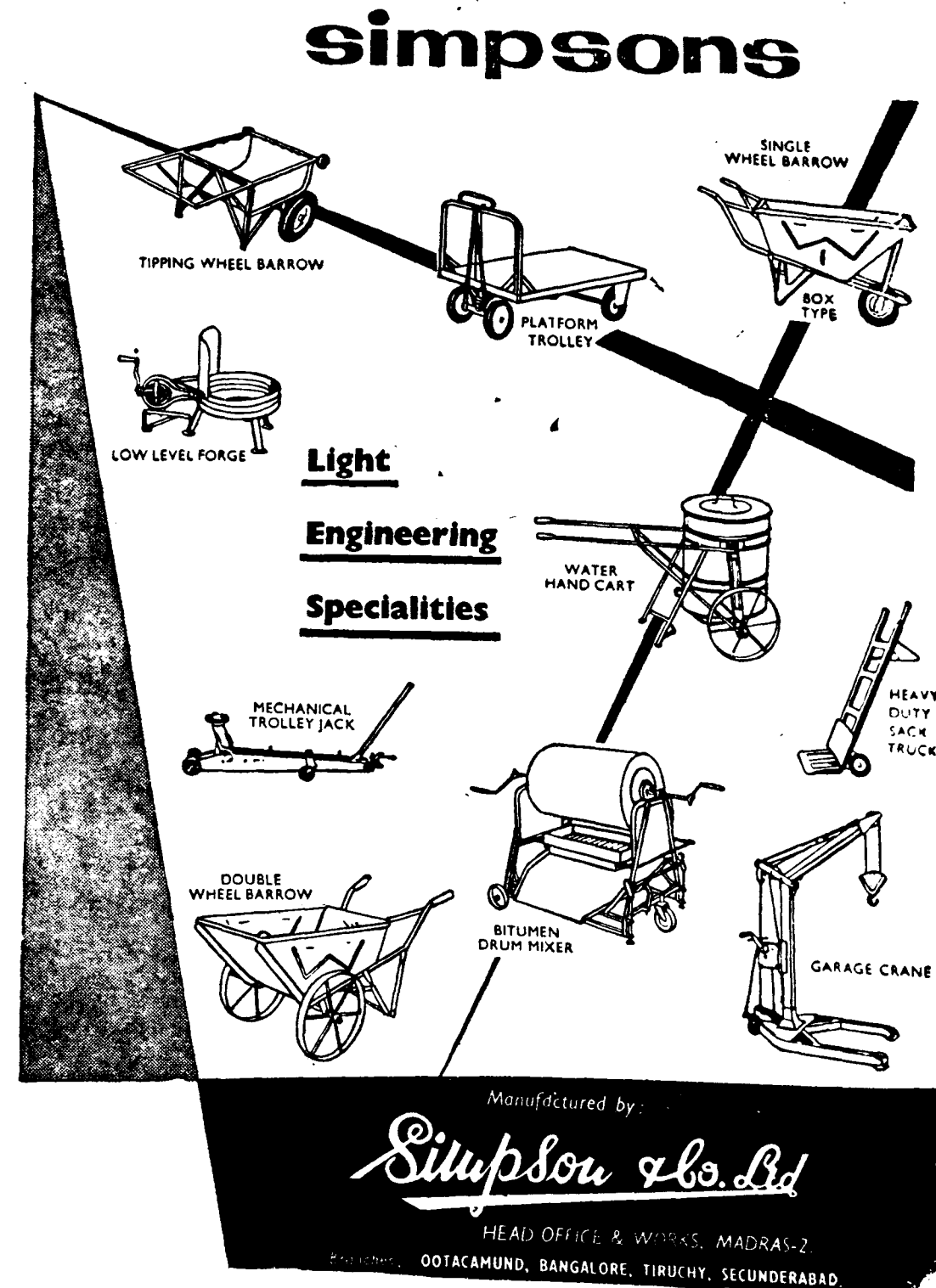
In 1945, Britain's Ministry of Transport launched the "Keep Death Off The Road" campaign, and urged local authorities throughout the country to set up

local road safety committees and to organise safety devices. It promised to re-imburse them for half the costs they incurred in carrying out this work. As a result of this campaign, there are now well over 1,000 local safety committees at work.

At the Lordship Recreation Ground in North London (Tottenham) where these pictures were taken is the County Council's model "traffic area" for children run according to the Highway Code. Here children are encouraged to learn the rules of the road while they play. The Council loan cycles and tricycles to the youngsters for use on the roads in the area.

Novel features of the area are the traffic lights, traffic roundabouts, police call boxes, pedestrian crossing and road signs of all descriptions—all in miniature—which are likely to be encountered on an actual road. Classes of instruction for the children are often held, and they are encouraged to use the "traffic playground" during their leisure hours.

Wm 2, 1945
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As a result of these studies the process of Doubly-Curved shell units as roofing elements has been perfected at the C. B. R. I. as early as 1957.

The following points were kept in mind in developing the this process, These to be considered in conjunction with the conditions prevailing in our country,

1. The sizes of the units shall be as large as possible to avoid large number of joints in the roof to guard against leakage.
 2. The weight of the elements shall be as low as possible so that the handling of the units would be feasible by manual labour.
 3. The equipment required shall be as simple as possible so that even the villagers shall be in a position to manufacture these elements.
 4. The skill required shall be very simple.
 5. The cost shall be less than the conventional roof.
 6. The consumption of steel and cement shall be the minimum.
 7. The elements shall be made of local materials
- The Structural Engineers were, for the past few years, studying and copying the amazing strength of shells in Nature to the advantage of the mankind. Comparing the span and thickness we may see that the shell of an egg pocsess greater strength than we presume. There are today structures built with reinforced concrete shell roofs with a mere thickness of 3" to cover a span of 715".

Incorporating the strength of shell into small units and avoiding the complications of formwork the

process of CBRI doubly curved shell units was inverted. The process consists of laying a thin layer of plain cement concrete or live-surkhi concrete over a sagging cloth, generally Hessian, temporarily supported on masonry platform and luck on the wooden frame. The frame is lifted off the platform allowing the gravity to act; the wet concrete takes a shape due to the self weight. This surface is doubly curved and when inverted after the concrete sets, would be a structure with purely compressive stresses. A small rib beam around is however provided with light reinforcement cage in it.

After the normal curing this unit will be ready for use in floors. The size is generally limited to 4 ft. Square so as to enable manual handling. These precast units are place over RCC or prestressed beams and they form the roof or floor as the case may be. A layer of 4" thick lime concrete of similar treatment is provided both for thermal insulation and water proofing. Thus the top surface would be finished flat and hence could be used for building floor above.

It is estimated that this proces saves cement and steel to the extent of 40 to 50 per cent over the traditional RCC work in addition to saving consturction time. The corresponding saving in cost is estimated to be 20 to 25 per cent. These roofs have been built at a number of places, In Ambala, Dehradun Kanpur, Roorkee and Madras. The use of these shells in the Army Housing Project OP AMAR is worth mentioning. In this project of housing 1500 officers and men, 30,000 shells were used and the project was completed in a record time of 7 months.

Although the process is patented it is released free of any patent rights and additional information can be had from the Director, Central Building Research Institute, Roorkee.

Formation of 'Dwelling Communities' in Yugoslavia

(Contributed)

FOR over two years now, work has been proceeding in Yugoslavia on the formation and consolidation, of dwelling communities as self-governing organs of the commune. This new social organ has been gaining in importance all the time, with the problem of assisting working families, especially employed women, in connection with their every-day living needs assuming urgency.

It is a fact that rapid industrialisation of the country has been giving rise to a series of social-eco-

nomic changes, including, among other things, rapid urbanisation as a result of increased employment, modifications in the structure of the urban population through an influx of man-power from villages and mass employment of women in production. All this has engendered a multitude of communal, housing and other needs requiring attention.

Main Purpose

For the solution of many of these problemes, dwelling communities have appeared as a specific,

form of social management. Their purpose is to coordinate the interests of citizens in a particular territory, enlist their initiative, resources and energy and integrate their efforts with those of the commune for raising the general and individual standards of living.

From February, 1957, when the Federal Assembly issued the basic directives of policy in regard to housing, work has been started on the preparation of a general law of dwelling communities. At the same time, creation of a material base for implementation was also taken in hand. This activity has been further intensified since the seventh Congress of the League of Yugoslav Communists. The programme of the League contains a detailed formulation of the tasks of dwelling communities in the field of raising the standard of living.

The initial experiences of dwelling communities show that they can become a significant factor in the mobilizing of forces for the solution of the citizen's daily needs, at the same time contributing to an expansion of the system of self-government. Through the functioning of Workers' Councils and social management in other domains (health, culture, education, social insurance, and so on), that system has already become a stronghold of socialist democracy in Yugoslavia.

With the creation of dwelling communities, the development of socialist relations and socialist democracy has gained fresh strength and potentiality, considering that the creative initiative of individuals will be manifesting itself even more and that too, just in those domains of life which are most directly connected with the day-to-day life of the people.

According to the available data, so far over 200 dwelling communities have been formed, mainly in the major towns and industrial centres. In Beograd alone, 104 dwelling communities have been set up, some of which already show positive results. The councils of these communities include a large increase in the percentage of citizens participating in social management.

Significant Results

In Beograd the councils of dwelling communities have 2,007 members. Although modest, these initial results have great significance. Just as Workers' Councils have found their true place in the management of enterprises, so the councils of dwelling communities are destined to become real organs of management in due course.

In terms of the Law which is to be enacted by the Federal People's Assembly shortly, dwelling

communities will be formed for neighbourhoods, making up a distinct urbanistic whole (blocks of houses, districts) in the area of a commune.

Their object will be to bring about direct management and co-operation by citizens in communal affairs and formulation of the social policy of the commune. Dwelling communities, whose development will proceed side by side with the growth of socialist democracy, will primarily be established where the need for social assistance is highest in connection with the problems of individuals or different categories of people.

Provision has been made for dwelling communities to organise communal, economic, social, health, educational and other activities of direct utility to the family and working persons in respect of their daily needs. They are to provide assistance to employed women and the family for rearing children by opening various institutions for school and pre-school children. These institutions will take charge of children of different age groups while their parents are at work; and they will include day nurseries, kindergartens, school kitchens, combined establishments and so on.

Other Activities

Such institutions are to be established which the resources of the dwelling communities, and they would employ part-time or fulltime personnel. If need be, a dwelling community may also organise other kinds of activity to assist the family in domestic economy (public laundries, establishments for the mending of clothing and house cleaning, community restaurants and the like). So far the greatest interest has centred on establishing services and institutions intended for the care of children on the one hand and the freeing of women from some daily house-keeping tasks on the other.

One important task of social protection, which it will be possible efficaciously to ensure through dwelling communities, is care for those persons who are in need of social assistance (old and infirm persons, orphaned children and so on). Likewise, by putting dwelling communities in charge of health services, quicker and more effective medical intervention would be achieved.

A dwelling community should also see to the promotion of housing and assist house councils in their tasks of management and maintenance of buildings. By creating special services for assistance to house councils and maintenance of buildings, dwelling communities will be contributing to more efficient construction of houses.

NOVEMBER 1961

As can be seen, dwelling communities are facing important and multifarious tasks which are to be tackled through the united efforts of the commune and citizens. The tasks that a dwelling community is to undertake will be decided by the citizens from the particular territory in accordance with given conditions and needs.

Problem of Finance

So far the problem of financing dwelling communities has been solved by each town according to its capacity. Occasionally People's Committees have allocated considerable resources for the purpose (in Beograd the sum of 190 million dinars has been spent under this head) and sometimes enterprises have provided the resources for the establishment of various services falling within the dwelling community's domain. In a large number of towns donations have been collected from citizens either in each or in the shape of voluntary work.

The project of the Law of Dwelling Communities provides for a variety of sources of income for dwelling communities, which contributions form citizens in the forefront. These contributions are determined in agreement with the citizens concerned for the provision of particular facilities to be directly utilized by the citizens. Dwelling communities are also scheduled to pursue their tasks with the aid of voluntary donations from citizens and also voluntary work and by organising various cultural, recreational and other activities which are exempt from all taxes.

In addition to these sources of income dwelling communities are to receive grants-in-aid from the communes, districts and economic and social organisations. These grants-in-aid will be allocated for definite purposes and are to be spent under proper supervision.

The mode of election of the organs of dwelling communities reveal the democratic content of this new form of social management. Until recently these organs were not being elected in a uniform manner for lack of prescripts on the subject, but after discussion of the project of the law of dwelling communities, it was decided that the organs should be elected at a meeting of voters.

It is interesting to note that the same law provides for grants-in-aid from social insurance funds for preventive health measures as also for the health protection of insured persons. Subject to approval by a people's Committee, one of the steadier sources of income might be a share in rent, which would mainly go to wards the maintenance of houses. Some dwelling communities, notably in Slovenia, have been obtaining credit for pursuing their activities.

These organs include a council, an executive committee, a committee for material-financial control and a secretariat. Besides, the council of dwelling communities may establish various commissions as also arbitration councils for mediation in disputes arising from tenancy contracts, from problems relating to sub-tenants and co-tenants and from relations between the services of a dwelling community and house councils, citizens and others.

Considering that a dwelling community represents a social organ, supplementing the activity of the commune in those spheres of daily life where communal and other services cannot be effective, exceptional importance attaches to its relationship with the commune. Communes should assist the activities of dwelling communities and promote the initiative of citizens, and simultaneously they are required to control the work of dwelling communities so that they do not exceed their statutory competence.

Basis of Social Life

Social organisations, too, particularly the Socialist Alliance of the Working People, the Federation of Women's Societies, Trade Unions and others, can extend valuable help in the formation and development of dwelling communities. In this respect, their role will be gaining in importance, considering that the whole activity of these organisations will proceed through dwelling communities, which will become the very basis of the political and social life of the citizens.

Dwelling communities, acting in accordance with the scheme indicated in the specified Law, are bound to become an additional school of socialist democracy, which will undoubtedly make for a strengthening of the system of socialist democracy successfully followed in Yugoslavia in the last ten years or so.

NEVER trust a man who wears his heart on his lips. The heart is dumb.

—ANON.

MARRIAGE is a great improver.

—JANE AUSTEN

IT's not the hours you put in—it's what you put into the hours.

NOTHING that is wrong can become right because other people do it.

—ANTHONY TROLLOPE

State Parks are Popular in America



A family picnicking in an open scenic area welcomes an inhabitant of a Washington State park.

FEW indeed are the families in the United States or their foreign guests who do not make one or several visits each year to the thousands of public parks and recreation areas of the nation. With motor car and other transportation easily available, use of national and state parks has been mounting each year, as has use of smaller county and municipal parks and other local recreational sites.

More Americans and their guests took to the mountains and sea-shores during 1960 than in any preceding year, a 50-state survey by the U.S. Department of the Interior and its National Park Service has disclosed. Partial records for the current year show the use of such public areas is continuing to mount.

The 1960 survey showed that visits to state parks and other state recreation areas totalled 259 million, exceeding by nearly 3.7 million the earlier record set in 1959. There are approximately 2,500 state parks.

Visitors in national parks in 1960 totalled more than 72 million. The U.S. Forest Service—one of the divisions of the Department of Agriculture—meanwhile had registered the use of recreational facilities in the National Forest System by 92.5 million campers, fishermen and other visitors seeking recreation, bringing to 424.5 million the number of visitors to state and national public recreational areas in 1960.

Increased leisure time—the result of American mechanization of business and industry and shorter working hours—is given partial credit for the continuing rate of increase in use of these areas where natural beauty and wildlife is preserved and nurtured by the National Park Service.

Precast Doubly-Curved Shell Units for Roof and Floors

(Summary of Speech by Zacharia Gasrge)

The central Building Research Institute at Roorkee, one of the national laboratories under the Council of Scientific and Industrial Research, has been doing research on the various problems connected with the building activities of this country. The housing projects both in the private and public sectors are expected to cost millions of rupees in the third five year plan. Placed as we are, it is one of our tasks to examine ways and means of reduction in cost and consumption of critical material like steel and cement.

One of the techniques widely used in the Soviet Union and the continental countries to meet the demand of large scale housing, in shorter time with acute shortage of materials in post war construction, was the technique of prefabrication. The European countries for this matter were placed at a better

position as they had the skill and resources of machineries to manufacture, transport and erect the huge prefabricated elements. The concrete being the main building material it is always experienced that the setting time and time required to erect and release the formwork takes away a large portion of the construction time and total cost. We, in India, are not in a position to produce or procure indigenously these machineries. In the context of shortage of foreign exchange we may have to wait few more years to have these equipment produced or imported. As a result we have to strike a via media to solve our problems and that is partial prefabrication.

It is estimated that roofs from part of the cost of a single storeyed building to the extent of 25 to 30%. As such special studies were made for finding alternatives to fulfil the objects mentioned already.

continued on page 11

THE AUTO AGE IN THE UNITED STATES—New

The Highway System will bring Many Benefits

In almost every part of the United States these days one can see giant machines at work slashing out routes for a new system of super highways. It's all part of the construction of a national network of interstate highways designed to save 4,000 lives a year, speed the movement of an ever-growing number of cars and trucks, and bolster national defence in time of an emergency.

Crisscrossing the nation with 41,000 miles of freeways, this system will connect 90 per cent of all cities of over 50,000 population. Most of the routes will be four-lane divided highways, growing to six and eight lanes in and near metropolitan areas. Even where two-lane roads are built, in sparsely settled areas, provision will be made for expansion to four-lane divided highways when traffic growth warrants.

Access will be controlled throughout, the entry only at carefully selected points. Traffic interchanges, overpasses, and underpasses will eliminate all grade crossings, both highway and railroad. It will be possible to drive from coast to coast without encountering a single traffic light or a stop sign. There will be no commercial facilities directly on an interstate route, but signs will alert motorists when they approach connecting roads leading to cities or gasolin stations, restaurants, and hotels.

The system, although it will constitute only a little more than one per cent of the nation's total road and street mileage, will eventually carry 21 per cent of all traffic. Design and construction are being planned to provide roadways that will adequately handle the anticipated traffic volume of 1975 when more than 100 million motor vehicles are expected to crowd the highways as compared with 74 million in 1960.

The need for such a system was first described by the U. S. Bureau of public roads in a report to Congress in 1939 and was further justified in subsequent studies. Acting on these recommendations, Congress in 1944 directed the creation of a system "so located as to connect by routes, as direct as practicable the principle metropolitan areas, cities, and industrial centres, to serve the national defence, and to connect at suitable border points with routes of continental importance in the Dominion of Canada and the Republic of Mexico."

President Eisenhower, in a message in 1954, proposed a far-reaching programme of highway improvement, including completion of the interstate

system. Congress, by the Federal Aid Highway Act of 1956, launched the programme and authorised expenditures of \$ 25 billion over a 16-year period for construction. Federal funds are being matched by the states on a 90 per cent Federal 10 per cent basis.

To finance this greatly expanded highway programme, Congress increased the Federal gasoline and other automotive taxes. For the average motorist, the added cost will be about \$ 9 a year. Studies of existing freeways show that their cost is balanced out by savings in vehicle operating expenses in less than 10 year's time.

The safety factor alone is sufficient reason for building the interstate system, according to some authorities. Accident rates on freeways are one-third of those on other narrower, less well built roads with comparable traffic.

A wide range of economic benefits will also result as by-products of the interstate system. There will, of course, be more jobs in road building and in supporting industries such as steel, cement, bituminous materials, and construction equipment. All of this will have its effect in terms of payrolls and purchasing power.

Of even longer range in economic benefit will be new developments along the interstate routes. Existing freeways tell an inspiring story of economic growth, both industrial and residential. Since an essential feature of the system is the control of access, factories and homes which spring up will feed their traffic into the main stream only at inter-changes, without creating slowdowns, congestion, or interference. About 75 per cent of the interstate system is being built entirely on new locations, thus creating countless opportunities for business.

The advantage that the system will have for long-range travel—truck, bus and passenger car—are obvious. Vocation and business travel will take much less time and with greater comfort and less strain. Deliveries will be faster and long distance trucking operations will be more productive. The routes will be important parts of the production, assembly, and distribution lines of business and industry. National defence will greatly benefit in time of emergency.

The system will have great advantages for cities, too. Interstate and other Federal aid arteries will go into and through large U.S. cities, helping eliminate traffic jams and speeding commuters and

shoppers from the suburbs. Circumferential routes will take through traffic around the large cities, separating it from traffic headed downtown. The system will bypass smaller cities and towns, providing access to them taking through-traffic off congested main streets, freeing them for local traffic of a more profitable nature.

The interstate highways will have far-reaching effects on all road and street systems. A large proportion of these will feed traffic into these great through highways. Capably handling the concentrated streams of traffic, the system will do much to relieve congestion on parallel roads and streets.

A recent extensive study showed that the total cost of the interstate system will be about \$ 40 billion.

The programme is revolutionary and the problems are tremendous. Future traffic needs must be estimated and detailed locations must be selected to best serve them; the ideas of state, city, and county planning agencies must be evaluated and reconciled; surveys must be made and plans drawn; complicated interchanges and bridges must be designed; rights-of-way acquired—all of these before construction can start.

The interstate system, now about one fourth completed, will eventually provide new freedom and speed and safety for the movement of people and goods. It will stimulate business growth and promises to enrich the lives of millions of men, women and children in the United States.

THE NOISE PROBLEM IN TOWN PLANNING

Noise in residential areas is one of the unnecessary inconveniences resulting from bad planning of towns and neighbourhoods.

Among the most common noise productive agencies are railway yards, particularly where there is shunting at night, street traffic, especially on hills and at traffic control points, electric power stations, milk distribution depots, sports grounds, joinery works and sheet metal works, technical schools in which trades are taught, dogs' homes and school playgrounds. A modern source of noise is an aerodrome or airport.

While noise appears to be an unavoidable accompaniment of industry and transport, cities should be planned to segregate noisy industries as well as those producing smells, smokes and fumes.

Residential areas should be planned to be as quiet as is possible, and it should not be overlooked that intermittent noises are worse than those of a continuing nature. Even in residential areas annoyances can arise from

the sounds of radio from open windows or the barking of dogs.

One inconsiderate neighbour in a quite locality can, by his dog or wireless, be annoyance to a considerable neighbourhood.

While it is difficult to control these things in a residential area, a proposal has been put forward that in post-war building of dwelling houses, everyone should have at least one living room with walls giving a reasonable insulation against noise.

An air-port can produce particularly objectionable conditions owing to the noise of aeroplanes taking off into the wind and passing over houses, schools and hospitals at the relatively low height. The fact that aeroplanes take off at all hours of the day and night accentuates the discomfort and annoyance to residents in the immediate vicinity.

In sound town planning every consideration must be given to the reduction of noise in residential localities, and particular attention must be given to the siting of schools and hospitals.

Nine Rules

Nine rules for a long life have been drawn up by doctors from seven nations who attended a "Longevity Congress" sometime ago at Vittel in France. Here they are :—

- 1 — Everyone reaching the age of 50, even if they feel well should have their hearts examined by a specialist.
- 2 — Everyone should be examined by a doctor six months after recovering from any serious illness, even if they feel perfectly well make sure the illness, has not left them with possible concealed ill-effects, such as cancer.
- 3 — Have a good family doctor and have entire confidence in him, particularly if he has known you since your birth. His word should be accepted first and the "influence of state medicine should merely be a complement to the family doctor."
- 4 — Mental happiness is one of the biggest factors in longevity. It has been found that generously inclined people live longer than other persons and that people with children and grand children who are always trying to help their descendants tend to live longer than other persons.
- 5 — If you have been used to working hard all your life up to the age of 50, try to continue to work your later years. But make sure before hand that your occupation is suited to your capacity.
- 6 — Don't rely on last-minute efforts to prolong your life. It is necessary to build the foundations of longevity when you are young.
- 7 — Don't attach importance to stories claiming that you can live longer than other people if you have a "change of air."
- 8 — Don't believe the old saying that because many members of your family have lived to a great age you also are certain to live to a great age.
- 9 — It is worth while to pay attention to the way of living and thinking of certain Oriental peoples. The oriental idea of seeking and longevity and happiness by contemplating of nature in solitude and by achieving serenity of outlook warrant close investigation by Western peoples.

FOR A LONG LIFE

CIVIC & MUNICIPAL PAGE

CHROMPET

The Chrompet railway station continues to remain the Cinderella of the Southern Railway. There is neither adequate shelter nor waiting room facilities on the platform. The sorry plight of passenger during the rainy season is to be seen to be believed.

There is only one ticket counter. One wonders what yard-stick is being used by the railway authorities for not providing separate counters for season tickets and ordinary tickets.

If this is the condition of the station, sanitation in the town proper is worse. Town planning is conspicuous by its absence. The main thoroughfare from the railway station adjoining the m. I. T. campus and leading to Ratha Nagar, Subash-nagar, Ganapathipuram, Rayapettai, Bharathipuram, Asthina varam and other places is hardly five to six feet wide. Tea-shops, cobbler-shops and the way-side vegetable vendors encroach upon most of the road. In areas like Subhashnagar, the belt of government land surrounding the patra land is occupied by squatters whose cattle completely block the narrow roads. The authorities should take steps to rehabilitate these families so that they may not continue to be a nuisance to the general public in the locality.

WEST MAMBALAM MARKET

THE vegetable market in Pillier Koil Street, West Mambalam, is located in an area which is growing in importance. This market is housed in a small

thatched shed with 80 stalls huddled together. Problems are mere three-foot wide passage for the public. Between 6 and 10 a. m. one has to push and dash against, serve another, be he man or woman, without any decency, whatsoever. It is time that a pucca market is built early in a suitable place in this locality. Will the Commissioner of the Corporation of Madras take steps to end this hardship at an early date?—V. VEDACHALAM.

FLOWERING TREES TO
BEAUTIFY TOWNS

Concerted action to beautify the urban areas of all first-class municipalities and corporations has been urged by landscape committee appointed by the Union Ministry of Health some time ago.

The expert body has suggested the formation of landscape committees comprising administrators, architects, representatives of local bodies and horticulturists, has been done in Chandigarh.

"By a careful selection of trees which provide shade as well as beautiful flowers, the cities and towns can be made every beautiful. India is particularly fortunate in having a large variety of trees which can be used for landscaping", the committee observes.

The Central Council of Local Self Government will discuss the subject when it meets at Trivandrum, on Oct. 12 and 13.

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