



CANARA UNION NEWSLETTER

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www.canaraunion.co.in

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Landscape in Colour Pencils by Nivedita Baindoor

Programmes for the Month of October 2026

Sunday 25th 10.00 a.m. Canara Union Lone Wolf Quiz by The Karnataka Quiz Association.

Parijnana Kalasamarpanam Programmes at Shri Chitrapur Math in October:

Saturday	03rd	05:00 pm - 6:30 pm	Hindustani Vocal Recital by Vid. Padmini Rao
Sunday	04th	10:30 am - 12 noon	Instrumental - Santoor Vadan by Shri Deepak Ullal
Saturday	24th	05:00 pm - 5:45 pm	Kathak Dance Recital by Smt. Shweta Kallianpurkar Nayampally
Saturday	31st	05:00 pm - 7:00 pm	Theatre Workshop by Shri Anand Nagarkar & Smt. Meera Naimpally

APPEAL

Canara Union appeals to all its Members who are over 80 years to please pay Rs.150/- per annum (April-March) for the Hard Copy of CUNL (Canara Union Newsletter). Method of payment is detailed on Page 2 of the CUNL. Those members who have paid may ignore this message.

NEW ANNOUNCEMENT

THOSE MEMBERS WHO HAVE NOT PAID THEIR ANNUAL SUBSCRIPTION FOR 2024-25 AND 2025-26 MAY NOTE THAT THEIR MEMBERSHIP STANDS CANCELLED.

MEMBERS WHOSE ANNUAL SUBSCRIPTION FOR 2026-27 ARE DUE, YOU ARE REQUESTED TO PAY IMMEDIATELY.

Annual Membership Subscription Fees

All Members shall pay in advance their Annual Subscription for the period 1st April to 31st March of the financial year. For ease of payment, we have introduced **UPI** and the QR code which is published hereunder.

Annual subscription is as follows. Pay by Cash/Cheque/NEFT/UPI. Contact office 080-23342625 if you need clarification.

60 years & below Rs.300/- + GST 18% Rs.54/- = Rs.354/- per annum

Above 60 years Rs.150/- + GST 18% Rs.27/- = Rs.177/- per annum

Over 80 years: No subscription

For Hard Copy of CUNL (Canara Union Newsletter) please add Rs.150/- per annum (April-March) towards postage/delivery charges. You can add to Annual Membership Subscription.

Pay: "The Canara Union", S/B Acct No.10600 31300 00822,
SVC Co-Operative Bank Ltd., IFSC Code: SVCB0000060.

If paid by NEFT, please email NEFT reference number to canaraunion@gmail.com or Whatsapp to 8310857255 with your name. If paying by UPI, please send screenshot with name and details of payment.



Hon. President:

Prakash Aroor

Hon. Gen. Secretary:

Meera Philar

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A WORD FROM THE PRESIDENT

Last month, when writing about the Saraswat Bhushanam awards in Karla, I had inadvertently missed the names of Geeta Heravatte and Sudha Vinekar, who were also felicitated that day. I regret the omission and thank Santosh Heravatte for bringing it to my notice.



This 'Word' is written by Usha and me together as has happened sometimes in the past. I felt a little blank writing this one which could be my last in this term of office.

The Canara Union seems to be, after almost five years of unceasing work on the project for the new building, almost exactly where it started out. We had thought that as in the NASA motto, failure was not an option for us. But it looks as if it was, and one by one, proposals have hung, including and unbelievably the first one which held our attention for over four years.

But we are pressing on and hope to have ideas to propose/discuss with the general body at the SGM.

I don't believe in 'whatever will be will be'. Things have to be *made* to happen, and we have tried—as have many committees before us. But then we also mustn't keep saying we tried. 'What of that?' Swami Dayanand Saraswathi would say, 'you must keep trying.' He has a story about a woman who was travelling in a train. She was intensely thirsty and asked all round for water. No one had any and she sat suffering for a couple of hours. When the train arrived at the next station, she jumped out and drank many glasses of water. Then she boarded the train again, and all the way between more gulps of water, she said to the other passengers, 'I was thirsty, I was thirsty!' A hundred times all the way to her destination.

Remembering bad times and talking about them is something we may do naturally, but it's important to get out and move on. Yes, we were thirsty but now we are not. Good things may yet prevail, and I have faith that other leadership may make what seemed impossible happen.

We have four more years before the Canara Union will be declared a heritage property. Once this happens, the property cannot be disturbed. If none of our endeavours work, we can go back to the Union as it is. The dream sports and cultural centres, auditoriums, cafes, transit accommodation and reading rooms will not happen. Yes, but we will have our old familiar places.

...Except that the building needs extensive repairs. There is damage, there are leaks, weak structures, areas that urgently need refurbishing. Fresh electrification for safety and for the purposes the halls will be used. The repair/renewal list is long. We had hoped not to have to do this but may now need to, depending on what happens. We have to seek funding, make the building strong and give it a freshly washed look. So there's work ahead!

Cheers to whatever happens!

PRAKASH AROOR

SPECIAL ANNOUNCEMENT

Canara Union is happy to announce their new Website **www.canaraunion.com** which has gone live with immediate effect. We look forward to your thoughts and feedback, if any.

PRINT COPIES and E-ISSUES



We thank those who have written/telephoned to indicate their preference of the CUNL.

Members who haven't contacted us and who prefer e-issues please let us know your preference. And those members who have opted for e-issues but are still getting hard copies of CUNL, please let the office know. Please write to canaraunion@gmail.com with a copy to meeraphilar79@gmail.com or phone the Canara Union at 080 23342625. Thank you.

PS: Members who have not paid Rs.150/- towards postage of the CUNL for the year, are requested to pay - Cash or Cheque favouring "The Canara Union". If transferring by NEFT, please transfer to "The Canara Union" S/B Acct No.10600 31300 00822, SVC Co-operative Bank Ltd., IFSC Code: SVCB0000060. Please send us a copy of NEFT transfer and your name.

You can also pay by UPI. See details on page 2

NOTE: We are updating our Membership List. Request all Members to send us your latest address, phone numbers (Landline and Mobile) and email IDs to canaraunion@gmail.com.

ACKNOWLEDGEMENTS

We are deeply grateful to the following for the donations made by them towards:

Canara Union Welfare Fund

A Well-Wisher

Rs. 12,000.00

Canara Union Distress Relief Fund

Smt Usha Suresh Philar

(On the occasion of her 75th Birthday)

Rs.1,00,000.00

Shri N Jayavanth Rao

(In memory of his wife Vidushi Lalith J Rao)

Rs. 50,000.00

Canara Union Student Scholarship Fund

Shri N Jayavanth Rao

(In memory of his wife Vidushi Lalith J Rao)

Rs. 50,000.00

PS: We request all donors to provide us with a letter and a copy of PAN Card and Address Proof at the time of donation, which is a requirement by the IT Department.

MEDICAL EQUIPMENT

The medical equipment donated by members to Canara Union are meant to help patients tide over their immediate requirement for a period not exceeding 3 months. If required beyond 3 months, members are requested to make alternative arrangements. (This will help equipment availability to others in need.) All requests need to be made either by email or letters. Henceforth, a nominal refundable deposit will be collected, as follows:

Walking Stick: Rs.100/- Walker: Rs.250/- Wheelchair: Rs.500/- Hospital Bed: Rs.1000/Rs.2000.

WELFARE FUND

Dear Friends, Canara Union revises the Monthly Distress Relief Fund to **Welfare Fund**. Under the Welfare Fund we will continue to assist some needy families every month, as in the past. Your continued support and help towards this scheme as long as possible would be appreciated. You may make payments either by cheque or bank transfer to the account specified below. For any clarification you may contact or write to us at:

Prakash Aroor, President Mobile: 9901560602

Meera Philar, Hon. Secretary Mobile: 9844022713

Harish Sujir, Hon. Treasurer Mobile: 9845055567

Email: canaraunion@gmail.com

Payments can be made to THE CANARA UNION WELFARE FUND either by cheque or by Net Banking transfer to the following:

The Canara Union Welfare Fund

Savings Bank A/C No.:10980 31300 05454

SVC Co-Operative Bank Ltd. Vidyamandir Branch, Malleswaram, Bangalore 560 003

IFC Code: SVCB0000098

VERY VERY IMPORTANT ANNOUNCEMENT REGARDING DONATIONS

All Members/Donors wanting to make donations, please see one full page ANNOUNCEMENT in the CUNL. You may pay either by CHEQUE OR NEFT. Follow it up with a letter or fill details in a copy of the Announcement Sheet along with a copy of your PAN Card and Proof of Address. If sending by NEFT, please send to respective account (Name and No.) of your donation choice as mentioned in the Announcement Sheet. For any clarification, please email canaraunion@gmail.com or WhatsApp or call Meera Philar at 9844022713 or Harish Sujir at 9845055567.

DONATION

From:
Name: Sri / Smt. _____
Address: _____

Date: _____
PAN NO : _____

To,
The President
The Canara Union (Regd.)
Bangalore-560003

Sir,

Sub: Donation towards Endowment Fund/s

I wish to donate a total sum of Rs. _____ (in words: Rupees _____)
towards The Canara Union Endowment Funds detailed below:

Type of Donation	Amount	Bank Details
Building Fund		The Canara Union(Regd) , Account No. 34050851518 State Bank of India, IFSC SBIN0007080
Distress Relief Fund		The Canara Union(Regd) Distress Relief Fund Account No 10600 31300 18707 SVC Co-operative Bank Ltd., IFSC Code: SVCB0000060
Medical Relief Fund		The Canara Union(Regd) Medical Relief Fund Account No 10600 31300 18706 SVC Co-operative Bank Ltd., IFSC Code: SVCB0000060
Students Scholarship Fund		The Canara Union(Regd) Students Scholarship Fund Account No 10600 31300 18705 SVC Co-operative Bank Ltd., IFSC Code: SVCB0000060
Cultural Endowment Fund		The Canara Union(Regd) Cultural Endowment Fund Account No 10600 31300 18703 SVC Co-operative Bank Ltd., IFSC Code: SVCB0000060
Sports Endowment Fund		The Canara Union(Regd) Sports Endowment Fund Account No 10600 31300 18704 SVC Co-operative Bank Ltd., IFSC Code: SVCB0000060
Welfare Fund		The Canara Union Welfare Fund Account No 10980 31300 05454 SVC Co-operative Bank Ltd., IFSC Code: SVCB0000098

I am enclosing the cheque for the above said amount / remitted by NEFT/RTGS, as detailed below:

Cheque No..... Dated drawn on Bank.....,Branch.....
NEFT / RTGS Details Remittance made Dated..... Bank / Branch.....

The amount of donation [tick any one]

- ☐ 1.) Is to be kept as a Corpus Fund & interest earned thereon is to be used for disbursement.
- ☐ 2.) Is to be distributed in the next occasion for disbursement as decided by the Canara Union.

The donation is given in the memory of:

I have attached a copy of my PAN CARD & PROOF OF ADDRESS.

Regards,

Signature
Phone No:

QUIZ

CANARA UNION LONE WOLF QUIZ – SUNDAY, OCTOBER 25, 2026

Canara Union will be conducting the very popular quiz programme – Lone Wolf Quiz – on 25th October, 2026 at 10.00 a.m. The registration fee will be Rs. 100/- per head; free entry for students and Canara Union Members. This quiz will be conducted by Mr. Arul Mani and his team from the Karnataka Quiz Association. Please do participate in large numbers.

ALL DRAMA LOVERS



Greetings,

- It is great to be hosting the annual NGM Konkani One-Act Drama competitions again!
- The dates will be November 20, 21 and 22, 2026 (Friday to Sunday).
- The last date to submit entries with an earnest deposit of Rs. 1,000 will be 17th October 2026, 7:00 p.m.
- Date of draws to decide the order of staging the plays: 18th October 2026, 7:00 p.m.
- Last date for exchanging of dates/rescheduling of the dates: 21st October 2026, 7:00 p.m.
- No changes will be permitted after 21st October 2026.
- It shall be the responsibility of the drama group/Director to obtain the permission of the concerned authors and pay royalties wherever applicable.
- The rest of the rules and conditions remain the same as last/previous years.
- Minimum number of entries for the competition shall be 4.
- If there are fewer entries, there will be no competition, but only a drama festival.

Anand Nagarkar

Secretary – Arts & Culture

CORE STRENGTH – CHAPTER 1: TAKEN AT THE FLOOD

ROOPA PAI



[Canara Union Newsletter extends its sincere thanks to Triton Valves, the Gokarn family, and author Roopa Pai for permitting us to share these excerpts from their book 'Core Strength'.]

There is a tide in the affairs of men,
Which, taken at the flood, leads on to fortune.

— William Shakespeare, *Julius Caesar*

June 1975. Inside the medieval black-lava stone Gothic cathedral that soars over the skyline of the industrial town of Clermont-Ferrand, one of France's oldest urban settlements, an unlikely visitor sat motionless in a front pew. It could be that the bespectacled, forty-something man, incongruous in his brown skin, was taking refuge from the oppressive summer heat, but there was something in the attenuated way he held himself that suggested he was there as a supplicant. Neither the church deacons, nor the groups of tourists slowly making their way around the nave, however, could have guessed what the man was praying for.

It was true that **Maruti Vinayak Gokarn (MVG)**, for that was the man's name, was more than a little anxious. Over the past several years, he had nurtured a dream of setting up his own engineering company in India to manufacture tyre valves, a critical component in motor vehicles. And now that dream had reached a critical juncture.

MVG had his reasons for choosing tyre valves

as his project. At that time, only one Indian company, a joint venture between the world leader, Schrader Scovill Duncan Ltd, and the JP Goenka Group, manufactured the component, so there was ample room for a competitor. The trouble was, the path to setting up a manufacturing facility for the tiny widget was strewn with seemingly insurmountable obstacles.



But MVG was adamant. A mechanical-electrical engineer raised in a middle-class Saraswat family in Karwar, on Karnataka's western coast, he combined an entrepreneur's never-say-die persistence with a marketer's instinct to spot a trend before it became one. Now he had sensed an opportunity, and was raring to go after it.

The first Indian-manufactured car, the Morris Oxford (which was later rechristened the Ambassador, and became the much-loved family car of India), was built by Hindustan Motors in collaboration with Morris Motors of Britain, and hit the road as early as 1942. Two years later, Premier Automobiles Ltd, established by Bombay businessman Walchand Hirachand Doshi with the help of Mysore's great engineer-statesman, Sir M Visvesvaraya, partnered with the American company, Chrysler Motors, to build Plymouth cars and Dodge trucks, which were rolled out in 1949 to great excitement. In the decades since Independence, however, the sheen had dimmed; the automobile industry, crippled by import restrictions meant to protect domestic manufacturers, had become decidedly sluggish.

Until, in the early Seventies, something changed. By that time, most of the foreign collaborators for cars and trucks had ended their licence agreements with their Indian partners. However, the option to continue manufacturing the products under different branding was still open, and the more robust Indian manufacturers happily snapped it up. Around the same time, price controls were lifted, injecting some healthy competitiveness into an oligopoly comprising Hindustan Motors and Premier Automobiles. Alongside, urban centres began to see a rise in demand for scooters, the pert workhorses that ferried nuclear families from home to school to work, and became a metaphor for a young, ambitious India unburdened by the baggage of colonialism.

The biggest growth story, however, was developing in the commercial segment. In the mid-Sixties, reeling under food grain shortages and nationwide famines, the result of consecutive droughts and an overdependence on traditional farming practices, the Indian

government launched the Green Revolution, a comprehensive program to modernize agriculture and increase food production. That modernization involved an increased demand for transport vehicles, and farm vehicles like tractors.

All those vehicles had tyres, and all those tyres would require valves. MVG was determined to be the one supplying them.

It wasn't going to be easy, however.

For one thing, tyre valve technology, especially the tech involved in the crucial metal-to-rubber bonding, was a closely held secret across the world. For another, tyre valves were hi-tech, high-precision products involving sophisticated, custom-built machines and processes not quite commensurate with their low unit cost. Most importantly, the automobile market in India, far from being a vast one, was entirely dominated by the big kahuna Schrader Scovill, making it almost impossible for a new, bootstrapped company to find purchase.

Despite his best efforts, despite reaching out to every tyre valve manufacturer on the planet over many months, MVG had not managed to convince any of them to collaborate with him on the all-important technology transfer. Some did not respond to his letters, others rejected his proposal outright. A couple of months earlier, just before his wedding, he had received a call from a family-run Italian firm he had been chasing, Wonder Italia, inviting him to their headquarters in Cremona for a meeting. Taking the next possible flight out, MVG had had an excellent interaction with Wonder, and they had even shaken hands on the deal. Inexplicably, no sooner had he returned home, jubilant, than Wonder pulled out, offering no explanation for the volte-face.

Gutted, but far from defeated, MVG took himself to his local post office, where he shot off

a telegram to the last potential collaborator on his list, another family-run enterprise called Pingeot-Bardin SA. As he spelled out the name of the French town where P-B was based for the postal clerk – C-l-e-r-m-o-n-t F-e-r-r-a-n-d – MVG felt a little thrill of excitement; it was in that very town, in 1889, that brothers Edouard and Andre Michelin had founded their eponymous, legendary tyre company.

To MVG's surprise and delight, Pingeot-Bardin responded promptly, and positively, asking him to come and visit them. Maybe this was a sign? From the Michelin gods, if no other? With hope in his heart, MVG set off again to Europe, on another trip he could barely afford.

What MVG did not know at the time was that the brothers Pingeot, who ran the business, had very little English, and had entirely misunderstood his request – they thought he wanted to collaborate with them on their gas supply regulation valves. That technology was hardly proprietary, which was why they had so readily agreed to discuss it.

What he did know was that he himself did not even have enough French to pronounce the name of the company correctly. How in heaven's name would he be able to negotiate a partnership deal, his very last shot at his audacious dream, without offending or otherwise frustrating the elderly M. Pierre Pingeot?

In the cathedral at Clermont-Ferrand that June morning, MV Gokarn was praying for a miracle.

MVG got his miracle. On **10 September 1975**, with the blessings of the good people at Pingeot-Bardin, and generous investments from institutional investors, **Triton Valves** was born.

Fifty years later, Triton is India's largest manufacturer of automotive tyre valves,

producing over 200 million automotive valves each year, exporting them to over 35 countries, and controlling a whopping 70% of the Indian market, which by itself is the world's third-largest automobile market. Its biggest customer is MVG's namesake, Maruti Suzuki, India's largest car manufacturer; every single tyre on every single car of the 22,34,266 that Maruti sold in the fiscal year 2024–25 was fitted with a Triton valve.

Of course, Maruti Suzuki is only one name in Triton's long list of customers. Tyre valves are only one of a whole swathe of related products that the company makes. In the last decade, Triton has grown exponentially, adding two entirely new companies to its portfolio – Climatech, which has leveraged the original's manufacturing capabilities and expertise in valve technology to develop hi-tech products for the HVAC (Heating, Ventilation and Air Conditioning) industry; and Future Tech, which manufactures a wide variety of brass alloys, and extruded products made of those alloys, both for Triton's own use – tyre valves involve precision-machined brass cores, electroplated with nickel to resist corrosion, threaded into brass stems – and for a whole range of other industries.



Correspondence from Pingeot-Bardin, 1979

How did it all happen? How did Triton, in fifty years, go from being one doggedly persistent man's grand dream to the reigning behemoth of the industry – while being helmed for 26 of

those years by an English Literature graduate with no background in engineering? How did a family-run company not only seamlessly handle succession but leverage family advantage to grow and thrive? There could be any number of good reasons, but Triton's core

strength has always been its people – not only those who led it, but also those who guided it and laboured for it.

This is the story of some of those people, and of Triton's remarkable journey.

To be continued

THREE RIDES AND A THOUSAND SMILES: MY ADVENTURES WITH JEEPNEYS, TRICYCLES, AND BANGKAS IN THE PHILIPPINES

PRAKASH JOTHADY



If you really want to see the Philippines, don't hire luxury taxis or air-conditioned buses. The jeepney, the tricycle, and the *bangka* are the three most colorful means to travel about the country. Once you go on one of them, the real fun begins. Every trip feels less like a commute and more like joining a cheerful parade where everyone fits, even if it looks like there isn't enough room.



I rode in the famous jeepney, which is the best car in the Philippines. At first impression, it looked like a circus on wheels. It was painted in vivid colors, featured chrome ornaments, and

proudly showed religious images and phrases. Someone told me that jeepneys were made after World War II by turning used American military jeeps into passenger cars. Filipino mechanics made the body longer, added roofs, and put in long benches so that passengers could sit across from each other. Helpful? Yes. Is it fashionable? Yes, of course.

As soon as I got in, I learned the unspoken rule of riding in a jeepney: there's always room for one more passenger. I thought the car was full, but then someone else came in, and then someone else did. Somehow, everyone fit together like pieces of a puzzle. I gave my coins to a few people I didn't know until they got to the driver. It felt nice to say "Para!" when I wanted to get off, like I was hitting a button that no one else could see.

The *traysikel*, or motorized tricycle, is the smaller, slightly mischievous cousin of the jeepney, which is the big brother of all the other vehicles in the Philippines. I believed someone had put a small metal cabin on a motorcycle to see whether it would operate the first time I saw one. It looks like it's working well.

Tricycles are perfect for small towns and narrow streets where bigger cars would have problems. I hopped into the sidecar with a few other people, and off we went, speeding through crowded markets and small streets.



The ride was a lot like a carnival ride: short, exciting, and bumpy at points. But the driver was sure of himself.

Sometimes four persons can ride on the tricycle at the same time. Six times. It might feel like a small family reunion on the road. I quickly



learned that in the Philippines, how many people a car can hold is less significant than how hopeful people are.



I thought that transportation adventures could only happen on land, but then I saw the *bangka*, a gorgeous boat that rules the sea. The *bangka* has bamboo outriggers on both sides, so it looks like a boat that requires training wheels.

As I sailed along with my friends, over the turquoise water, I understood that the *bangka* is more than just a boat; it shows how close the Philippines is to the ocean. For generations, Filipinos have used these boats to fish, trade across islands, and get around every day. The bright blue and yellow paint on our boat and the soothing breeze from the sea made the trip feel amazing.

A *bangka* can hold six to fifteen people, but I imagine it could hold a few more if needed, as Filipinos are so hopeful. The open architecture made it easy for us to jump into the water and go snorkelling. But it needed some balance and maybe even a silent prayer to go across the small plank that went to the boat.

The basic shape of the *bangka* hasn't changed much, even though it now contains modern engines and fiberglass parts. Watching it glide across the sea made me feel like I was riding a piece of living history.

By the end of my tour, I knew that the jeepney, tricycle, and *bangka* were more than just cars. They are a colorful, helpful, and always interesting part of life in the Philippines. One

person drives on the highways, another person zips through tiny alleys, while a third person dances on the water.

I learned from all three rides that reaching your goal in the Philippines isn't the only thing that matters. It's about having fun and laughing while you ride.

BOOK REVIEW - THE OLD MAN AND THE SEA BY ERNEST HEMINGWAY

NANDINI KALLE

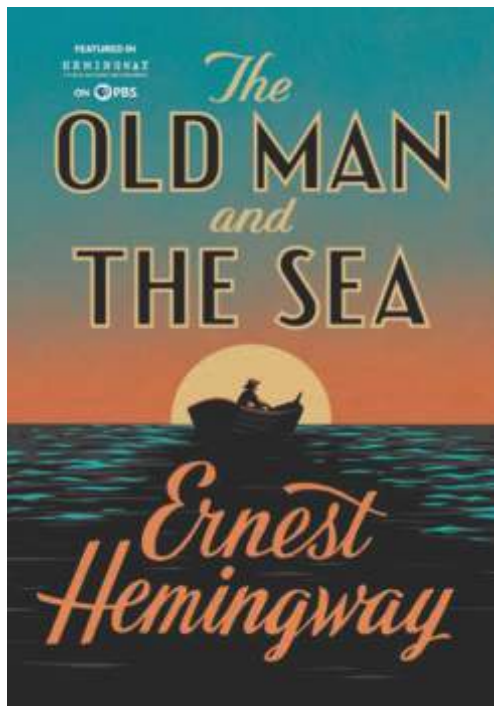


Right from the start, foreshadowing makes this novel, **The Old Man and the Sea** by Ernest Hemingway, that much more interesting. The phrase 'the old man' suggests age and experience. The next natural question would be what is the old man experienced in? The reader answers the question herself - about the sea in general and maybe fish in particular. But this story is not only about fishing. The story goes deeper than that.



It is also a story about a student and his mentor. The reader will come across several little incidents in the story that are philosophical in nature and sometimes deeply religious. But the story is also about tenacity, tenacity of the old man called Santiago and his relationship with his young student who loves him and does little jobs for him, like staying with him for almost 80 days even though they had not managed to catch any fish.

Hemingway quickly enough informs his readers of the old man's name but takes a long time to tell them the boy's name as if he is almost inconsequential. His writing style is staccato, he is very matter of fact and cuts to the chase because he wants to share with his readers the qualities of tenacity, patience and the art of catching a big fish, the great Marlin. But in his descriptions, one gets a sense that Santiago is actually teaching his readers what a challenge it is to not only snare a big fish like the



Marlin but to also successfully bring it back to land. Here, Hemingway goes to great lengths to describe Santiago, the hardships he may have undergone as a fisherman, the nickname given to him by the villagers, Salao, the worst kind of unlucky. One is quickly taken back to Santiago's nickname, and one is bound to wonder what is it that urges the little boy to go back to Santiago again and again even though his father has forbidden him from meeting the old man. His little acts of kindness provide an insight into the relationship between Santiago and the little boy. But he is an eager listener, who wants to learn from the experienced fisherman, who doesn't really care about his nickname.

Manolin, is the Cuban boy who is Santiago's partner, who fishes with him till he is forbidden to fish with him any longer. Santiago speaks little, and Manolin is patient, just like the quality that a fisherman should have if he is to catch big

fish. It seems sometimes that Santiago speaks to himself, he is used to being alone, but Manolin learns significant things, precious nuggets, from these monologues.

The reader is with Santiago, in his boat. She feels the thrill of catching the fish and she senses, no, she knows that that fish would not give up without a fight and what a fight it is!

The reader feels broken when Santiago reaches the shore only to find the skeletal remains of the big Marlin. She expects him to break down and thinks that maybe he is actually an unlucky man - a Salao - the 'worst form of unlucky'.

The Old Man and the Sea is replete with imagery. The reader is able to picture these and in doing so, immerses herself in the story - whether it is his appearance or his experience as a fisherman, there is a sense of religiosity in the manner that Santiago meets the Marlin and the manner in which he carries the remains of the fish on his shoulders, very like Jesus, carrying his cross but knowing Hemingway's writing style, the reader should not be amazed! There couldn't have been a better end to this story, it is surely going to leave a lasting impression on the reader. And Manolin, who one thought of as an inconsequential character, actually proves that age is no bar for friendship. With his thoughts that he speaks aloud, Santiago teaches the reader a lot of things about life, the sea, the latter being old and yet as strong and as furious at times but at the same time benevolent. After all the great Marlin belongs to the sea and the sea gives when it feels like giving and takes away if it is not meant to be taken.

CELEBRATING OUR HEART AND OUR LIFE ON WORLD HEART DAY

VIDYA D SAGAR



On World Heart Day (29th September), the community centre in our area organizes many programs to raise awareness about heart health, including seminars, assessment programs, and programs on nutrition. They also offer swimming and fitness programs to promote heart health. The senior activity centre offers many recreational, therapeutic, and fitness courses and programs to help seniors stay active and healthy.

I attended one such heart health check-up camp, where they checked my blood pressure and cholesterol, performed an echocardiogram, and an ECG. Though all tests showed good results, a previous abdominal scan had revealed atherosclerosis of the abdominal aorta. Therefore, there were some concerns about my heart health.



I was already on medication for hypertension and high cholesterol levels. Nevertheless, as the risk factors were high, I was advised to take my medications properly, indulge in light exercise, follow a heart-healthy diet, and was sent home.

I was relieved as there seemed to be no major concerns. During the time gap before I got my test results, I faced considerable anxiety about the outcomes. So I did some research and gathered some important facts about heart health.

Important Facts About Heart Health

Experts say that cardiovascular disease is largely a lifestyle disease, and more than 80% of deaths can be prevented by adopting a heart-healthy lifestyle. The use of electrocardiogram machines, for almost a hundred years, and medicines to dilate blood vessels, for almost fifty years, have revolutionized the treatment of cardiovascular disease. Advances in technology, drugs, and surgical interventions have made it easier to detect heart conditions early and treat them effectively. Nevertheless, lifestyle factors are important considerations that need to be addressed today. The doctors at the camp told me, “Keeping your heart healthy is essential if you don’t want to be parted from your loved ones”.

While attending the seminar at our community centre, I learned that heart disease is a chronic medical condition that needs careful management. Once diagnosed with a heart condition, the patient needs holistic treatment, including long-term monitoring, lifestyle changes, and medication. Today, digitization has made it both convenient and simpler for patients and the doctors who treat them. Patients can get timely advice and help rather than depend on self-medication and risk their

lives. Apps to help patients with both online and offline appointments, as well as to deliver medicines, have saved a lot of inconvenience for heart patients.

Various health-monitoring tools to measure heartbeat, blood sugar, and cholesterol levels

are now available due to technological advancements, and they are greatly helpful to patients. Many wearables that track steps, heart rate, calories, and sleep cycles also exist and can be effectively used for fitness and health.

When My Heart Spoke to Me

Hi, I am your heart speaking. Please listen to me.

As you know, I am an incredibly hard-working organ of your body. I wanted to tell you not to worry too much about me, because the more stressed you are, the more I feel it.

This unhealthy lifestyle that you have been living, be it work stress, sleepless nights, unhealthy eating habits, and no workouts, is affecting me badly.

I go on for years without stopping and without breaking down. Is it not fair that you look after me well so that I can continue to function to my highest level?

So, I want you to listen to me and start making changes to the way you have been living, if you want me to be healthy and happy. A little effort on your part can make a big difference for both of us.

So, I have decided to advise you on this matter, hoping that you will follow my advice and make me, and in the process, make yourself fit, well, and happy.

Never lose your heart in any situation, it is the best way to deal with all kinds of problems.

As you know, I am a vital organ of your body, and my health is important for your overall wellbeing. Avoid the risk factors that can affect my health, like a sedentary lifestyle, stress, smoking, and using tobacco. It is ideal to have an annual check-up.

Five things that you must take care of, for a healthy me, that is, your heart, are physical activity, a healthy weight, a diet consisting of healthy fats and oils, keeping blood pressure under control, and laughing as much as possible, as you know that laughter is the best medicine.

I am like a pump supplying oxygen-rich blood to various organs in your body. You therefore need to exercise and follow the right diet to keep me functioning normally and stay your lifelong friend.



PERSONALIA

Dear Members of the Canara Union,

The Canara Union frequently gets enquiries about personal announcements. These are personal in nature, usually small, and are generally about the following:

- births, weddings, engagements, thread ceremonies
- items for sale
- services available (catering, paying guest accommodation etc)
- student performance
- success at work, awards, personalia information etc
- change of address, relocation
- seeking information about services available

'THE INDEPENDENT PAGE', for small-format, half- and full-page announcements will be published at a nominal rate. The tariff will be as follows + GST of 18%:

Upto 50 words	-	Rs. 250.00 with photo if any
51 to 150 words	-	Rs. 500.00 with photo if any
151 to 250 words	-	Rs. 750.00 with photo if any

Also:

Full-page feature/ad of A4 size	-	Rs.1500/- per page
Half-page	-	Rs.1000/- per half-page

Please send all announcements to the Canara Union by the 15th of the month.

Did You Know?

- When you're reading – even silently – the muscles of your mouth, tongue, and larynx activate. This process is called 'subvocalisation'. We're essentially still sounding out the words in our heads to decode them, even when we're not speaking them out loud.



Sudoku Oct-2026								
7				4				
		9				3	8	
	3		5		1			
5	7			1	9			
			2		4			
			7	8			2	9
			9		5		7	
	1	5				2		
				3				6

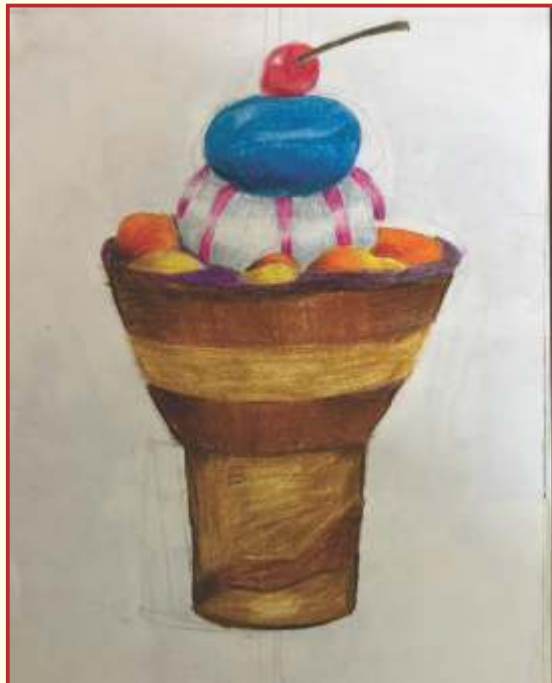
[Solution to this Sudoku will be printed in next issue]



Aarohi Basrur (12 years)



Pranika Hattikudur (10 years)

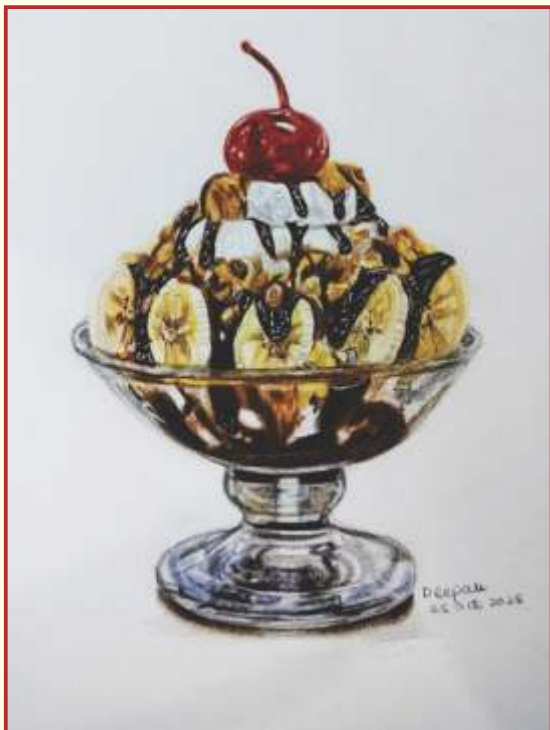


Ashlesha Moodbidri (13 years)

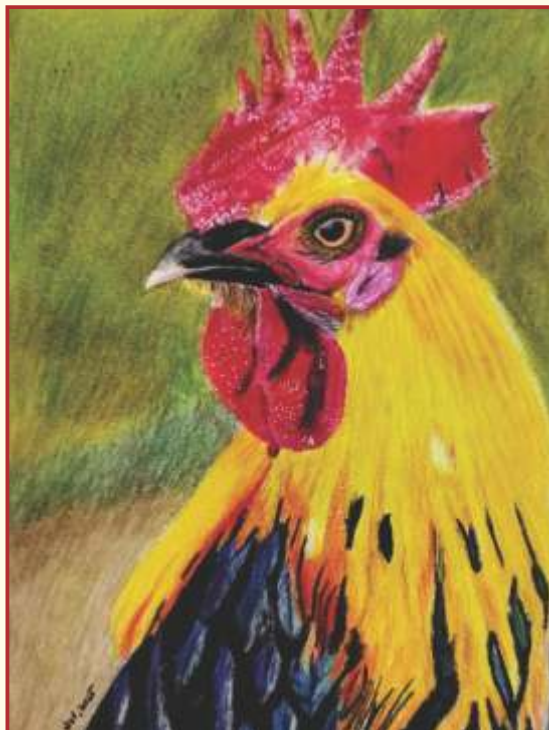


Pranika Hattikudur (10 years)

TALENT CORNER



Colour Pencil Artwork
by Deepali Honnavar



Colour Pencil Artwork
by Ujwal Moodbidri



Graphite Pencil Artwork
by Archana Kulkarni



Artwork by Sharmila Rao

Report on the Activities of Bangalore Local Sabha for the Month of Mid-August/ Mid-September 2026

Report by **Saikrupa Nalkur**

➤ **Special Pujans:**

- On 17th August, Nagapanchami Puja was performed with puja at the naga-katte of the Math followed by prasad vitaran. Yagnopaveetha Dharana was also performed for panchamkari-s on this day and for non-panchamkari-s on 26th August. On 21st August on the occasion of Varamahalakshmi Vrata, Lakshmi Puja was performed.
- **Chaturmasa Activities:** During the auspicious occasion of Chaturmasa, special programmes were held in the Math every Tuesday, Wednesday, Thursday and Sunday, and sadhaka-s rendered bhajan seva and talks and conducted workshops.
- **Parijnanalahari Activities:** As a part of the Parijnanalahari activities, Gurupujan, Vimarsha and Samuhika Gayatri Anushtan (6th September) were conducted online for the sadhaka-s of Bengaluru and UK Sabha-s.
- **AGM of Bangalore Local Sabha:** On 23rd August, the Annual General Meeting of the Bangalore Local Sabha was conducted. Three more yuva-s have come forward to join the Committee.
- **Gokulashtami and Gopal Kallo Celebrations:** Gokulashtami was celebrated in Bengaluru Math from 29th August to 5th September. During this period, Krishna's idol was decorated daily in different forms and mhanti-s were recited every day. Gopal Kallo was celebrated on 5th September with children dressed as gopi-gopika-s, which was followed by dahi handi breaking.
- **Samaradhana:** Samaradhana of Parama Pujya Shrimat Parijnanashram Swamiji III was also observed during this period on 31st August with Bhashya Pathana and Ashtavadhana Seva.

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Contact: Shobha Ulpe 8861715493, Shruthi Ubhayakar 9423008640, Sheela Nagarkatti 9343093002

OBITUARY

We convey our deepest sympathies to the family and relatives of:

Shri Jayaram P Gollerkeri, aged 82 years, on 27 August 2026 at Bengaluru

Smt Premlatha Bolangady, aged 94 years, on 31 August 2026 at Bengaluru

Smt Vijaya Baindur, on 1 September 2026 at Bengaluru

Smt Uma S Bhat, aged 83 years, on 5 September 2026 at Bengaluru

Shri Gajanan Suresh Honnavar, aged 58 years, on 10 September 2026 at Bengaluru



THE CANARA UNION (REGD.)

No. 42, The Canara Union Road (8th Main), Malleswaram, Bangalore - 560 003.

Phone : 080-23342625 e-mail : canaraunion@gmail.com

Website : www.canaraunion.co.in

Notice to Donors of Canara Union's FCRA Account

With the changes in the Foreign Contribution Regulations Act (FCRA), it has become mandatory to channelize all foreign donations by a social/charitable organization in India through the State Bank of India, New Delhi, Main Branch (SBI-NDMB). In accordance with this new FCRA Regulation, Canara Union has opened a new FCRA Account with SBI (NDMB), New Delhi. Hence, the old FCRA account with Bank of India, Margosa Road, Malleswaram, Bengaluru cannot be used for any foreign inward remittance.

We give below the details of the new designated account where the Foreign donations should be remitted.

Name of the Bank: State Bank of India, New Delhi Main Branch
Address: FCRA Cell, 4th Floor, New Delhi Main Branch, 11 Sansad Marg,
New Delhi – 110001,
Account No: 40255120262 (FCRA Savings Account)
Branch Code: 00691
IFSC No: SBIN0000691
SWIFT: SBININBB104
Purpose Code: P1303

All foreign institutions and individual Donors, will have to remit their donations only through the above designated SBI bank FCRA Account. A person of Indian origin, holding a foreign passport, will be covered by the term "foreigner" for the purpose of FCRA. Foreigners having an NRO account in India, if he chooses to use the funds from that NRO account for donation purposes, will also need to transfer to the above stated account only, as it is classified as foreign source donation under the FCRA rules. Donors are advised to use the swift code while doing the remittance for faster transfer. We also request all donors to intimate the Canara Union office of the remittance and clearly state the purpose of the donation (Scholarships, Medical or Distress) and whether it is towards corpus (endowments) or to be disbursed in the year of receipt for the stated purpose. We also request you to give the passport copy, the tax code/identification number, if any, for our various compliance and audit purposes.

(Canara Union Hon. Gen. Secretary: canaraunion@gmail.com)

Prakash Aroor
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prakash.aroor@gmail.com

HarishchandSujir
Hon. Treasurer
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