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IN YOUR WORDS

🗨 **U.S. commits troops to Ebola fight**
Somehow the United States has to systematically get regional parties and global organizations to effectively own situations such as Ebola in Africa, or the conflict in Gaza. We do have a responsibility to help others, as the country with the most resources, and we should be proud of having a legacy of helping in times of need. But we perpetuate a situation where it is easy for countries, regions and organizations such as the United Nations, NATO or the W.H.O. to take symbolic and ineffective actions knowing that the fallback position is that the United States will be forced to act. This is not about cost. It is about building in accountability and forcing others to have skin in the game. We need to build institutions, incentives and capabilities.

BEN, NEW YORK

This is a world problem, not just an African problem. All of the major countries of the world should be helping: China, Russia, all of Europe. When are we going to realize we all live on the same planet? What hurts some could just as well hurt everyone.

PS, MILWAUKEE

🗨 **Kashmiris cope with flooding**
The Kashmiris have every right to feel abandoned by the state government of Omar Abdullah. If the National Conference (the party formed by and for the Kashmiris) is apathetic toward helping its own people, how can anyone blame the federal government? Even the opposition leaders in Delhi have praised Prime Minister Narendra Modi for doing all he can to rescue stranded people in Srinagar.

ABHIJIT, FORT WAYNE, IND.

This would have been an opportunity for the central government to right decades of wrongs. I hope they will stand up and deliver. This is also a test of Mr. Modi's secular credentials.

SRIDHAR CHILIMURI, NEW YORK

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IN OUR PAGES

International Herald Tribune

1914 Paris Auto Trade Stalls
In common with so many other businesses, the automobile industry has been brought almost to a standstill by the war. A walk up the Champs-Élysées is sufficient to prove this. Hoardings block nearly all the window fronts of the numerous auto shops. Other shops have been turned into workrooms, where scores of women may be seen sewing diligently. One of the few auto firms still doing business in Paris is the Packard Company. An advertisement in the Herald announces that Packard automobiles may be hired for journeys in France at 1 franc 50 per kilomètre.

1939 Soviets Invade Poland
The Soviet Union entered the war at dawn yesterday by invading Poland along its entire 500-mile eastern frontier, an hour after the Polish Ambassador in Moscow had refused to receive a note of explanation from the Soviet government. Violent fighting between Polish and Russian troops was reported at Mołodeczno, sixty-five miles southeast of Vilna. At almost the same time, German artillery and planes began a day-long bombardment of the center of Warsaw.

🗨 Find a retrospective of news from 1887 to 2013 at [iht-retrospective.blogs.nytimes.com](#)



Hong Kong, quirks intact



MARTIN PARR/BLINDSPOT GALLERY/MAGNUM PHOTOS



URBAN IMAGERY
Through Nov. 1, the Blindspot Gallery in Hong Kong presents an exhibit of the British photographer Martin Parr, including works from his “Hong Kong” project of 2013.



‘MY MANTRA’
The show draws upon two of Mr. Parr’s other series, “Last Resort” (1983-85) and “Luxury” (1995-present). In Hong Kong, Mr. Parr documented the whirlwind pace with an eye for the eccentric. ‘I make serious photographs

disguised as entertainment,” Mr. Parr writes. “That’s part of my mantra.” Clockwise from top: hairy crabs at a market; goldfish for sale on Tung Choi Street; enjoying the view at the races in Happy Valley; and an employee at a five-star hotel.

Tibor Rudas, music impresario, dies

BY DOUGLAS MARTIN

Tibor Rudas, an irrepressible impresario who took classical music from concert halls to casinos and from there to baseball stadiums and the Eiffel Tower, helping to propel the Three Tenors to global glory, died on Sept. 8 at his home in Santa Monica, Calif. He was 94.

OBITUARY

His daughter Kim Goerlitz confirmed his death.
Mr. Rudas had been a child singing star in Budapest and spent six months in a Nazi concentration camp. He found his way to Australia, where he started an acrobatic dancing team that performed in London and Paris.
By the 1970s, Resorts International had seen his troupe perform and brought him to Las Vegas, where he became a master at putting together feathers-and-rhinestones revues. When Resorts opened the first casino in Atlantic City in 1978, the company sent him east to oversee the building and its entertainment operations.
Mr. Rudas booked big-time talent like Jackie Gleason and Dean Martin and arranged matches between popular boxers. But he harbored a broader vision of entertainment, spotting sophisticated

gamblers as an untapped market and seeing Lincoln Center and Broadway as his competition. It dawned on him that he could lure this audience by adding “acts” like the New York Philharmonic and Luciano Pavarotti.
So it was that in 1980 Mr. Rudas booked the Philharmonic to appear between performances by Donna Summer and Diana Ross.
Mr. Rudas had to draw on his sharpest deal-making skills when he pursued Pavarotti in 1983. The great tenor at first rejected the idea of singing at a casino; mixing opera and gambling was, at best, unseemly, he said. But Mr. Rudas persisted, and Pavarotti finally relented, signing on after Mr. Rudas came up with the idea of raising a tent beside the casino so that the singer could be isolated from the clatter of roulette wheels and slot machines.
Then Resorts International objected, worried about low attendance. “Pavarotti is no Sinatra,” a company executive said, as quoted by The Las Vegas Sun. Mr. Rudas came back with a new offer: He would put up the \$250,000 cost of the concert himself. Resorts agreed to the deal.
“Mortgaged my socks,” is how Mr. Rudas told The New York Times he financed the event. Tickets sold out in an hour.

It was the beginning of a long friendship with Pavarotti. The two even bought homes next to each other in Pesaro, Italy, on the Adriatic coast. Mr. Rudas produced more than 200 Pavarotti concerts in places like Madison Square Garden and Miami Beach.
Pavarotti told The Times in 1990 that he had been asked “at least 50 times” to perform with his fellow tenors José Carreras and Plácido Domingo. That year Mario Dradi, a concert presenter from Bologna, Italy, used the three men’s love of soccer to get them to perform together during the World Cup in Rome. The CD of that concert became the fastest-selling classical recording in history.
Mr. Rudas had the idea of reprising the Rome triumph with a Three Tenors concert at Dodger Stadium in Los Angeles to celebrate the 1994 World Cup. It drew 50,000 people, who paid as much as \$1,000 a seat, and drew viewers around the world.
Mr. Rudas soon took the tenors on tour to more than a dozen cities, working with their personal managers and various concert promoters. He put on another concert under the Eiffel Tower in Paris in 1998, viewed by another global audience on television. He was not bashful about claiming credit: The title of each CD and concert began, “Tibor Rudas Presents the Three Tenors.”

Mumbai pits cool vs. the crowds



Manu Joseph

LETTER FROM INDIA

MUMBAI How might the government air-condition a train? First, shut the doors of the train.
How might the government shut the doors of a train?
In Mumbai, this is a complex question that has inspired several studies, surveys and meetings of railway officials. The city’s suburban trains, which are designed to carry 1,700 passengers, carry more than 4,000 during rush hours — over 16 per square meter, or 1.5 per square foot — creating their own internal weather system. You do not board such a train. You allow yourself to be ingested and drawn in through slow molestation by surrounding bodies, and thankfully excreted.
Mumbai’s suburban train network, which is entirely above ground, has a daily ridership of 7.5 million. Fresh fish in open baskets and diamonds for trade, carried more discreetly, travel on the trains. Scores of men dangle from the doorways as though to gape at something extraordinary that has occurred outside. Hundreds die every year by falling off the trains or while performing stunts while dangling — surely a reason more compelling than ventilation to install automatic doors. Yet, railway officials fear that shutting Mumbai’s train doors would compress human bodies in a manner that is possible only in a cartoon. In effect, they fear the train system would collapse.
In a few weeks, Western Railway, which manages one of the suburban lines, will test a train with automatic doors and enhanced ventilation, but no air-conditioning, according to Sharat Chandrayan, Western Railway’s chief public relations officer. He chuckles at the thought of shutting the doors, as would anyone who has seen Mumbai’s trains during rush hours. But he is also optimistic. He said, “The commuters do shut the train doors when it rains.”

The spine of Mumbai’s suburban rail network, the oldest of its kind in India, runs on tracks that are broader than the standard gauge used by modern metro systems across the world. The city’s newest metro line, which carries a small fraction of the total suburban train load, uses the standard gauge. When it began operation this year, there was much jubilation among the public over the modern trains imported from China. It was as though they were not residents of India’s greatest city, but rustics who had never seen trains with automatic doors and air-conditioning.
Railway officials told me that global companies that supply trains have to custom-make coaches for Mumbai’s primary suburban network because of its wider tracks, an expensive effort and one that comes with a host of engineering problems.
Now, Western Railway is attempting to work around that problem by modifying an existing train. R. K. Bhatnagar, a senior railway official, told me that by March a fully air-conditioned train would be run on trial. “Let us see how the people react,” he said.
In surveys that Western Railway has conducted, passengers have said they would like air-conditioning but would prefer to sweat rather than pay more.
“That’s another problem,” Mr. Bhatnagar said. “How do we price the tickets for the air-conditioned trains? People are used to paying very little.”
He estimated that the air-conditioned commute would cost at least four times the current second-class fare.
The commute in Mumbai’s suburban trains has long been inhuman. Yet, until a few years ago, everyone in Mumbai who was not terribly rich or famous used the trains because it was, as it still is, the best way to travel. Mumbai’s universal impoverishment ensured that most of its classes did not escape the city’s realities. Of late, though, segments of the middle class have started abandoning the trains. Even as the trains have become more insufferable than ever, new roadways have been built for private vehicles. Also, air-conditioned taxis are more accessible than they were five years ago.
If the city, which is perennially warm and humid, wants to reduce the number of cars on the roads, it has no choice but to air-condition the trains. But it is unclear what becomes of the fish.

Manu Joseph is author of the novel “The Illicit Happiness of Other People.”

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