Class Register Number

Name

ENGLISH LANGUAGE
PAPER 1

FRIDAY 1 hr 45 mins

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VICTORIA SCHOOL

END YEAR EXAMINATION

READ THESE INSTRUCTIONS FIRST

Write in dark blue or black pen on both sides of the Answer Paper.
Do not use staples, paper clips, highlighters, glue or correction fluid.

Write your name, class and index number on all the work you hand in.

Answer both Section One and Section Two on the separate Answer Paper provided.
At the end of the examination, fasten all your work securely together.

This Question Paper consists of 3 printed pages including the cover page.
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Section One [30 marks]

You are advised to write between 350 and 500 words on ONE of the following topics.

At the head of your composition write the number of the topic you have chosen.

1. Write about a time when you overcame a difficulty and grew as a person from the whole experience.
2. Old people are living in their time and cannot advise us. Do you agree?
3. Write about the challenges your country will face in the next decade.
4. Describe the sights, sounds and activities experienced while travelling on the bus.
5. Influence.

[Turn over

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Section Two [30 marks]

You are advised to write between 250 and 350 words for this section.

You should read the information carefully and plan your answer before beginning to write.

You are the Chairman of your Class Committee. Your class recently selected and successfully completed one of the Victoria Challenges below and was awarded 'The Best Victoria Challenge 2007 Award' for the Upper Secondary level.

Suggested Challenges for Victoria Challenge 2007

Victoria Challenge for Causes	• Engaging in a business enterprise to provide service or sell things to raise funds • Need to identify a worthy cause • Activities to be carried out in school as well as outside • Self-funded • No restriction of amount of money to be raised
Victoria Challenge for the Environment	• Engaging in activities that preserve or protect the environment • To be done in co-ordination with the School Environment Club • Activities to be carried out on weekends • 50% funding by National Environment Agency • Must involve at least 2 activities
Victoria Challenge for Personal Growth	• Engaging in a group activity that involves creativity, endurance or resiliency • Need to specify objectives of activity • Activity to be carried out over a 24hour period • Self-funded • Every member must be actively involved

Write a report for your school's newsletter, Victoriana, **describing** your class's challenge and **explaining in detail** how everyone benefited from this experience. Give your report an appropriate title.

Your report should also include **why your class chose this challenge** instead of the other suggested challenges, **the main difficulty** your class encountered and **what all of you did** to overcome this difficulty.

Set your report out correctly, in clear, accurate English, and use an appropriate tone to show how this challenge has been a worthwhile experience although it was difficult and challenging.

End of Paper

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Name ____________________

Class	Register Number

ENGLISH LANGUAGE
Paper 2 Comprehension

Wednesday

1 hour 40 minutes

VICTORIA SCHOOL

READ THESE INSTRUCTIONS FIRST

Write in dark blue or black pen on both sides of the Answer Paper.
Do not use staples, paper clips, highlighters, glue or correction fluid.

Write your name, class and REGISTER NUMBER in the spaces provided on the Answer Paper.
Answer ALL questions.
Leave a space of ONE line between your answers to EACH PART of a question, e.g. between 1(a) and 1(b).
Leave a space of at least THREE lines after your completed answer to each WHOLE question.
At the end of the examination, fasten all your work securely together with the STRING provided.
The number of marks is given in brackets [ ] at the end of each question or part question.
Mistakes in spelling, punctuation and grammar may be penalised in any part of the paper.

This document consists of 7 printed pages including the cover page.

[Turn Over

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Read Passage A and Passage B and then answer the questions which are printed in the Question Paper.

Passage A

1 In the middle of the old Grand Trunk Road a temple sits under a Peepul, an Indian fig tree. The surrounding highway is being widened to four lanes, and the temple and tree thwart even greater speed. A passing contractor says they soon will be removed. Kali, Hindu goddess of destruction, thinks otherwise. They have tried to convince Kali that the tree and temple devoted to her must go; but they have failed. She is angry, say the colourfully garbed women massing in the holy tree's dappled shade. As evidence, they point to one woman's newly pockmarked face and other mysterious ailments recently visited on their nearby village. Now they have no choice but to oppose the removal, too, even if they must block the road to do it.

2 Goddess versus man, superstition versus progress, the people versus the state – mile by mile, India is struggling to modernize its national highway system. The romance of India's railroad, meanwhile, could not obscure the reality of a badly aging system. Over time, more and more traffic shifted to the roads, despite their choked, potholed state. Driving in India has meant more stops than starts, necessitating braking for sacred cows, camel carts, conversational knots, tractors and women balancing bundles of wood on their heads. As a result, the Indian government has begun a 15-year project to widen and pave some 40,000 miles of narrow, decrepit national highways. It amounts to the most ambitious infrastructure project since independence in 1947.

3 The new highway is certain to jump-start India's economic competitiveness. More jagged than geometric, the four- and six-lane quadrilateral's 3,625 miles run through 13 states and India's four largest cities: New Delhi, Calcutta, Chennai and Mumbai. The highway is a conspirator for the forces moulding the new India; frenzied new consumerism seen by ever-flashier cars, leaving bullock carts in the dust, and the challenge to the village as the centre of Indian life, such as when farmers' sons make a beeline for swelling cities. If the highway was enabling the middle class to travel out of cities, it was also encouraging the poor to migrate in.

4 For a nation inured to inefficiency, the improved interstate saves time – for Kailash Pandey, a milk-seller, one-third off a 90-minute commute to market; for Imtiaz Ali, 15, half off the bike ride to school; and half off the travel time for Sarjeet Singh, a trucker. These micro gains make for macro benefit; some $1.5 billion a year in savings on everything from fuel costs to faster freight delivery. Nationalists also hope the highway will further unite a country that is home to 22 official languages, the world's major religions, a host of separatist movements, and 35 union territories and states.

5 But that nation's people had their own opinions, plenty of them. Truckers went on strike against the taxes and tolls. Citizens blocked the highway, stopped construction and staged hunger strikes to demand underpasses, overpasses and cattle crossings. Sometimes they won, sometimes they lost, but their point was made. Highway officials say future projects are being designed with far

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more local input - an accountability that may give India a long-term edge over authoritarian China. If it is conceded that China's system has its own price, but of India's experience, 'So many constraints are there in a democratic society.'

6 The never-ending process of acquiring the land along the highway - 20,574 acres - has delayed the project more than anything else. Once scheduled to be finished in December 2003, the highway is some three years behind. The government has the power of eminent domain, but it must compensate for land taken, relying on cumbersome regulations and a revolving door of local officials. Land and home here are primal possessions - a tie to ancestral roots that extend back centuries, a legacy to children, a link to rural life in an urbanizing society. Then there were the hundreds, or thousands, of religious institutions that lined the highway. Contractors were required to move or rebuild every one. On some stretches, contractors said they suspected that new religious structures had been hastily nailed together to extract compensation for their moving. The process of land acquisition has left bruised feelings, reflecting the distance between impoverished, often illiterate citizens and an administration whose structure and attitude can seem frozen in colonial amber.

7 India's highway now juxtaposes pre- and post-industrial societies: citizens who live on dirt floors without electricity and others who live like 21st-century Americans, only with more servants. The highway throws these two Indias into jarring proximity. The new highway, then, is nothing short of radical, which becomes clear after Agra, where large stretches are already complete. An American-style interstate unfurls through villages where mud-brick buildings rarely rise above two stories and women still cook with buffalo dung. The highway is smooth, wide, flat and, yet, incongruous: an ambitious road amid still-humble architecture, a thoroughfare from this century amid scenery from a previous one. To drive it is to gain momentum, to not want to stop, and not have to. Drivers no longer pass through towns, but by them, or where the highway soars into the air, over them. The rural landscape, formerly painted in pointillist detail, becomes a blur, an abstraction - a vanishing stunt that may portend things to come.

Adapted from *'India's superhighway to the 21st century'*, Amy Waldman
The New York Times, Sunday, December

Passage B

1 The 10-ton, top-heavy, psychedelic-painted, horn-blasting Tata truck is the dominant vehicle of commerce on India's Grand Trunk Road. There are so many of them because in India's post-independence, Nehruvian socialist economy, cosy collaboration between state economic planners and family monopoly businesses produced a one-size-fits-all approach to industrial design. That is changing now as India adapts to a world driven increasingly by free-market imperatives. But the Tata trucks remain, caroming down the unlit, unlined, occasionally undivided Grand Trunk with the sort of fevered recklessness that seems so often to arise in societies where poor people are suddenly tantalized by the prospect of becoming rich. They think that the road really belongs to them.

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2 The Grand Trunk looms in subcontinental minds on a scale comparable to the Himalayas or the River Ganges, not least because it has been around for several thousand years. The road has never been a static, single route. Its angles have been yanked and diverted by history: by the boots of invading armies and the occupation plans of imperial powers. For centuries, traders, religious seers, robbers and conquerors have ridden or walked across this route – the spine of the subcontinent's heavily populated, politically dominant north. The road's meanings, past and present, are secular while the River Ganges plays a spiritual role.

3 One sultry evening, I climbed into the monster Tata truck of a man named Bhajan Singh and set out from New Delhi to Calcutta, aiming simply to deliver a few piles of Punjabi cloth to a modest clutch of Bengali merchants some 900 miles away. Pulling out from his trucking company's mud lot, Bhajan blasted his horn to overtake cows, taxis, camel carts, bicycles, motorcycles, three-wheeled motorized rickshaws, water buffalo, dogs, Maruti economy cars and pedestrians. Roadside restaurants with illicit bars and brothels attached flashed past. The objects, animals, and people meandered backward, forward, and sideways in what seemed a continuous choreographed dance of near-miss. Not only did the truck have no seat belts; it had no doors, so we leaned to and fro in the rushing air, gripping our seats through the road's many sharp bends. Eucalyptus, industrial effluent, burning dung, spices, and incense assaulted our nostrils.

4 Hunched over the steering wheel with hooded eyes, Bhajan spoke laconically about his past. Descended from farmers and soldiers, he was born a Jat Sikh, one of an unruly subset of India's minority Sikh religious group. In rural Punjab where he was raised, his status was ordained by his caste, but his opportunities were defined by modernity. After dropping out of high school, he took to trucking because the money was good. Now he was independent, even upwardly mobile. He wore a shiny gold watch. Yet by no means could he abandon the identity of birth. On the road, to avoid persecution by Hindu activists or other rivals, Bhajan sleeps and eats only at dhabas, or truck stops, owned and managed by fellow members of his clan.

5 Six times each month he runs the Grand Trunk. The perils are many. Dangers are posed by goondas, or thugs, some in the ruling party's employ, some who rush in where the state has left a void. Sections of the road are controlled by bandits who hijack trucks several times a month, occasionally killing the drivers. Corrupt policemen demand bribes at every checkpoint and throw drivers in jail if they do not oblige. Bhajan works on an incentive-bonus plan. At the start of each trip, his boss hands over an estimated bribe allotment. Then it is up to Bhajan to make it to Calcutta without spending more than this allotment on actual bribes. Whatever he does not pay out to police and bureaucrats, he keeps.

6 'If you run over a person,' Bhajan told me as he weaved through the swarms of traders, pedestrians, and commuters who crowd the road's thin, dirt shoulders, 'the best thing to do is to run away. Drive to the nearest police station and turn yourself in. Lock yourself in jail. If you stay at the scene of an accident, people will burn the truck and beat you to death, especially if it is a child that has been hit. If you strike a cow, they might or might not attack. As for pigs and dogs,

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nobody bothers. You might have to pay compensation though.'

7 There are no hard-and-fast rules: On the Grand Trunk Road, everything is open to negotiation. 60

Adapted from *'The Road Taken'*, Steve Coll
Issue, Motherjones

Answer all the questions which follow below.

You are recommended to answer the questions in the order set.

Mistakes in spelling, punctuation and grammar may be penalised in any part of the paper.

NOTE: When a question asks you to answer in your own words, YOU MUST NOT COPY THE WORDS IN THE PASSAGE IN YOUR ANSWER.

From Passage A:

From paragraph 1:

1 Why do the villagers oppose the widening of the highway? [1]

From paragraph 2:

2 The author states that India's railroad 'could not obscure the reality of a badly aging system.' Explain in your own words what this phrase means. [2]

From paragraph 3:

3 What two evidence show that the highway is 'a conspirator for the forces moulding the new India'? [2]

From paragraph 5:

4 Besides preventing citizens from conducting strikes, explain in your own words why the highway officials want future projects to be designed with far more local input. [1]

From paragraph 6:

5 Write down the word which best describes the 'never-ending process' of

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acquiring the land along the highway. [1]

6 What evidence suggests that the locals will go to all lengths to benefit further from the building of the highway? [1]

From paragraph 7:

7 'The highway throws these two Indias into jarring proximity.' Explain in your own words what is meant by the phrase 'jarring proximity'. [1]

8 Explain in your own words what the author means by a 'vanishing stunt that may portend things to come'. [2]

From Passage B

From paragraph 1:

9 In your own words, why are there so many similar Tata trucks on the Grand Trunk? [2]

10 Why does the author say that the Tata truckers drove with 'fevered recklessness'? [1]

From paragraph 2:

11 The author compares the Grand Trunk with River Ganges. In your own words, explain in what way they are different. [1]

From paragraph 3:

12 Why do you think Bhajan Singh blasted his horn when overtaking? [1]

13 Apart from the 'near-miss', in what other way, according to the author, was the road to Calcutta a dangerous one? [1]

From paragraph 4:

14 Write one word which tells us that Bhajan's identity of birth is fated. [1]

From paragraph 5:

15 In your own words, explain how Bhajan's incentive-bonus plan works. [2]

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16 From Passages A and B:
For each of the following words or phrases, give one word or short phrase (of not more than seven words) which has the same meaning that the word or phrase has in the passage.

[5]

From Passage A:
1. authoritarian (line 45)
2. incongruous (line 69)

From Passage B:
3. driven (line 6)
4. tantalize (line 10)
5. looms (line 12)

17 From Passage A

Using your own words as far as possible, summarise the effects and obstacles of building the national highway in India.

USE ONLY THE MATERIAL IN PASSAGE A FROM PARAGRAPHS 3, 4, 5 and 6.

Your summary, which must be in continuous writing (not note form), must not be longer than 150 words, (not counting the words given to help you begin.)

Begin your summary as follows: *Building the national highway in India brings along many benefits ...*

[25]

END OF PAPER

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Answer Sheets

Victoria School Paper 2 2009

Passage A

Q1 Villagers oppose the widening of the expressway as they believe that Kali, the goddess the temple is devoted to, is unhappy with the impending movement of her temple, as shown by the mysterious ailments that some villagers have contracted recently, or so they claim.

Q2. This phrase means that no matter how efficient the railroad system was in the past, there was no way anyone could conceal the increasingly aging railroad system and the problems it was bringing to the commuters.

Q3. The highway was allowing the rich and well heeled to get fast access to the suburbs while at the same time allowing suburb villagers to pursue their goals of entering the city to gain employment and to live their dreams.

Q4. With more local input, highway officials can not only reduce 'down-time' for construction works, they can also evaluate and include such input into the actual construction plans to accommodate to the local needs and traditional ways, allowing the local people to feel 'wanted' and 'appreciated'.

Q5. The word is 'revolving'.

Q6. The locals try to benefit further from the highway construction by hurriedly building temple structures to gain compensation from the government upon compulsory relocation.

Q7. The phrase probably meant that the social difference between the rich and the poor had a very unpleasant effect on the society.

Q8. The author meant that the scene of having a rural landscape in India might disappear all of a sudden, signifying a very steep advancement in the progress that the Indian society was going to undertake.

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Answer Sheets

Victoria School Paper 2 2009

Passage B

Q9. There are many similar Tata trucks as during India's post-independence years as the country saw the need for such trucks for nation building then, and so Tata, the main supplier of such trucks was commissioned by the government to supply this universal answer to the transportation needs of the growing nation.

Q10. The author says it that way as the Tata truckers had to weave in between the crowded conditions on India carefully, but yet fast in order to reach their destination on time. Constant high speed weaving made it seem as if the drivers were driving with fevered recklessness.

Q11. The Grand Trunk merely functioned as a means of reaching a destination whereas the Ganges was viewed not only as a transportation route but was also viewed with utmost respect as a source of spiritual strength.

Q12. He did that in order to notify the traffic of his presence, in the hope that the traffic may give him some allowance to travel fast through the crowd, even though he should have the right-of-way on the road.

Q13. According to the author, the Tata truck did not have doors and seat belts, which made the 'bend-filled' trip even more dangerous as the driver negotiated such sharp bends at unsafe high speeds.

Q14. The word is 'ordained'.

Q15. Bhajan would be given an estimated sum for bribing needs for every trip before he sets off. Any amount remaining from that estimated bribing allotment will be Bhajan's incentive for his keeping.

Q16.
i) Exercising complete control
ii) Out of place
iii) Strove
iv) Tease by keeping something desirable out of reach
v) Appears indistinctly

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Answer Sheets

Victoria School Paper 2 2009

Q17. Points Should Include:

Effects:

- Boosts the economy of India
- Drives consumerism of the well-heeled in India out of the city into the suburbs
- Drives migration of villagers into the city to fuel employment needs
- Saves travelling time and costs
- Serves as a nation uniting link among the various religions, languages and states

Obstacles:

- Taxes and tolls along the highway enrage truckers into going on strikes
- Citizens halt construction works in order to demand governmental intervention to give in to the local needs
- Highway officials have to announce greater incorporation of local input to construction works to appease the local villagers
- Dragging compensation and acquisition of land for the construction of the highway delayed completion
- Compensation and careful relocation of religious institutions slowed the progress of highway construction
- Villagers attempting to benefit from the relocation works by hurriedly building temples in time for relocation claims continually slowed the highway construction pace
- Different levels of understanding between citizens and the government caused strained relationships

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