THOUSAND My Lais
by A Special Correspondent

THOUSAND My Lais is a report based upon information gathered during a twelve-day tour of the Punjab, Upper Sind, and Kashmir by the author of the book in early June, 1971. In a northwards direction, the team, consisting of two experienced British journalists accompanied by a photographer, started in Srinagar and crossed the road to Jammu. The major motoring cities of the Punjab were then visited, and the report provides a detailed account of the country's social, political, and economic conditions.

The purpose of the trip is to present a comprehensive overview of the city's daily life, including its culture, history, and people. By reading this report, would you not be interested in what you can see, as if you were transported into the heart of the Punjab, and then be moved by the stories of its inhabitants? The report is not only about the tourist attractions, but also about the people and their daily struggles.

The report is a large one and covers several pages, and it is not possible to include all the details. What is included is the portion of the report that captures the essence of the Punjab's history, culture, and people. The report does not only cover the main attractions but also delves into the lesser-known places, giving a comprehensive view of the Punjab.

The report begins with a brief introduction to the Punjab, its history, and its culture. It then goes on to describe the main attractions, such as the Wagah Border, Amritsar, and the Golden Temple. The report also covers the Lesser-Known Places, such as the Hiran Minar, the Site Museum, and the Sardar Vallabhbhai Patel Museum.

The report is written in an engaging style, providing a deep understanding of the Punjab's history and culture. It is a must-read for anyone interested in learning more about the Punjab, its people, and its rich heritage.
looms and two shifts of the brooadrooms, although only partially; it operates 40 machines 24 hours a day. Consequently, production is at less than 10 percent of original capacity. The situation is exacerbated by the skill-unbalance of the returning workers: there is an acute shortage of weavers who have fled to the towns from the villages in the Noakhali, Barisal, and Faridpur areas.

9. Khulna city has been subject to reoccupation in the centre town, the approaches to it. Very heavy destruction was witnessed in the area along the road and along the river leading up to the Newsprint Factory and the Platinum Jubilee Mill. As a result of the disturbances the destruction of houses and the continuing uncertainty regarding life and property, a large segment of the population has fled from the city. In fact, the population in the Great Khulnaipe had dropped from 100,000 to 150,000. It is a Jessore, a male city. People do not venture after dark. The area is considered secure: all through my stay in Khulna 4 Police-men armed with rifles accompanied me. At the time of visiting the Platinum Jubilee Jute Mill's guest house, the guards were stringently on the case. A splice threat in the river is generally unsafe. The week before our arrival a passenger of the Rocket had been seized by the insurgents, as were some barges carrying raw jute and manufactures.

10. The Administration of Khulna District was back to 80 percent of its original strength. The main points of oil shortages, but the situation is improving. Some senior police officers have been recruited from the Interior Ministry. The road to Jessore and Kustia is generally unsafe, particularly at night, and there have been frequent bursts of violence that have prompted the police to keep a stern watch. Schools are open, but attendance is very poor. The Polytechnic Institute, as well as college, however, has not yet started. The main problems affecting Khulna are communications: the telephone system works all right but mail service is very irregular. There is only marginal truck traffic on the roads, and it is less than 5 percent of normal. In fact, the road to Jessore is normally a heavily congested route. Nor is carried out by a handful of vehicles. The Army has requisitioned many vehicles and launchees, including government vehicles, and many have been taken to India. As regards rail transportation, service is off by 50 percent. There are also very few buses on the road. Spare parts are a problem. In addition, most of the produce sent out by the Army, River traffic is negligible; less than 2 percent of what is used to be. As a result, there are pockets of scarcity, the shortage of kerosene edible oil and diesel oil exist in the villages.

supervisory staff. Forty-five percent of the staff has not yet returned to the job.

Chalna Anchorage

11. A two-hour trip by launch took to Chalna Anchorage for the first time. The trip has been succeeded since May 12. A total of 5 ships were anchored. Some having waited for two weeks to receive claim. The custom of up to 5 to 10 percent of what is used to be. The project to catch these ships from the port at Chalna has been indefinitely delayed: all of the ships have fled, as have the Yugoslav consignments.

15. The city of Manga, the town where the labour for Chalna Anchorage lived has been almost completely destroyed by shelling. The population, therefore, has been reduced to 21,000 and the business routine there has been completely disrupted. Damage was extensive: houses, the market, the power distribution lines etc, have been partially destroyed. All co-attractions of work, of course, has come to a stop.

16. Works partly close to normal. Eighty percent of the staff is on duty, probably forced. I not-centre of the situation had been requisitioned by the Navy and was being curf. for safety reasons. Some port officers have fled, one was arrested and two of the officers have disappeared. When I was there M.S. Thumma arriving carrying 1,500-2,000 soldiers from West Pakistan.

17. Perhaps the most impressive visit I made was to this office. Fifty percent of the population of this town has fled (some 20,000 out of a total of 40,000) to Kustia. Schools are open, but attendance is very poor. The Polytechnic Institute, as well as college, however, has not yet started. The main problems affecting Khulna are communications: the telephone system works all right but mail service is very irregular. There is only marginal truck traffic on the roads, and it is less than 5 percent of normal. In fact, the road to Jessore is normally a heavily congested route. Nor is it carried out by a handful of vehicles. The Army has requisitioned many vehicles and launchees, including government vehicles, and many have been taken to India. As regards rail transportation, service is off by 50 percent. There are also very few buses on the road. Spare parts are a problem. In addition, most of the produce sent out by the Army, River traffic is negligible; less than 2 percent of what is used to be. As a result, there are pockets of scarcity, the shortage of kerosene edible oil and diesel oil exist in the villages.

Kustia

18. Five times the trip to Kustia was off. Only the late hours of Friday, June 4, was there a decision from the Governor's office that could make the trip. The trip from Khulna to Kustia. Most of the officials were extremely nervous and all the
Kushia.

15. Five times the trip to Kushia was during the last few days of June. A report from the Governor that I should make the trip from Khulna to Kushia was given to me by the Chief of Police. It was a long and dangerous journey to Kushia where there were signs of unrest with the DC Fessers.

16. An hour's drive north of Jessore is Kushia, a town of some 20,000-30,000 inhabitants. The Army was omnipresent and the police were present. The townspeople were very uneasy and all the top officials (DC, Chief of Police, etc.) were in Jessore where there were signs of unrest with the DC Fessers.

17. It was only on April 15 (Sunday) that we were moved into the town, that the Army marched from Jessore and into Khulna. There must have been very strong resistance to the LEP as some buildings clearly showed. When the insurgents withdrew the town was completely destroyed. It started. lasted 12 days and left the town to be burnt and destroyed. The population was down from 40,000 to 50,000. Many buildings, shops, banks and other buildings were totally destroyed. The city was deserted and the man town having undergone destruction. The Army was sitting and knock around. People were sitting and knock around. When we moved around everywhere there was no one. The morning after a nuclear attack. I was the first person to knock around. We were very scared and still shocked.

McNamara offers IMF membership to Bangladesh

Mr. A.M. Hamidullah Gov-ernor, Bank of Bangladesh, disclosed in Dacca on Sunday that Mr. McNamara during his recent visit to the country had offered Bangladesh membership to the European Economic Community as envisaged by Bangladesh.

Mr. 'Hamidullah also disclosed on Sunday that the Bank of Bangladesh would be able to open an account with the Bank of England within the next few days.

Talking to an ENS correspondent, Mr. Hamidullah said he had been approached by the British High Commissioner here. He had handed over a letter in this regard to the Bank of England.

After the account is opened Bangladesh will be mem-ber of the Bank of England.

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