

EFFICIENCY thy name is beauty. That's the reason why dolphins are such darlings. The efficiency of their body design, I mean. Streamlining or putting aerodynamics to good use make things beautiful when those things are supposed to move in a jet of whatever. The Tajmahal needn't be streamlined but the architects and other connoisseurs of the material form know so well about the efficiency of that structure — not a piece of marble anywhere more than demanded by the strictest dictates of the science of beauty and art of man's aesthetic expression.

Going by the above dictum a paragon of beauty is a Machi-scale fighting jet aeroplane. All tools and weapons made to kill and destroy are made with utmost efficiency in order that they perform and pay dividend as efficiently. Look at a machete and you know how beautiful is the line on its cutting edge as well as the other blunt side of the thing. And together with the grip-well handle the whole thing could be an object of art with classical and immortal lines in senses more than one. What applies for the machete applies for the Kalashnikovs or the Bond-promoted Walther. Beautiful

My Patches of Disquiet

Waheedul Haque

things all of them, super-efficiently designed for equally efficient performance. And by the way or as a matter of course, things having beauty very special to each one of them.

On the Bijoy Sarani-Lake Road juncture on a rather stylishly reclined pedestal is reposed an elegant weapon of destruction, poised as if to soar. Why did they put it there and in a position that the Sabre jet was as if embarking on a strafing mission on the Jatiya Sangsad or may be to buzz away or dog-fight bombers come to hit the Parliament? A supersonic jet is of necessity a thing of beauty. Why did they put it up there — to beautify the spot? But a mass produced thing coming out of the conveyor assembly line is not art, however elegant it may look. Specially if in the making of the thing a mind hasn't gone into it to express the person constituting that mind. It is not art that our sights gets obstructed by on that Monipuri Para crossroads. What then it is and why is it there for and

to what to do about your flying machines gone out of commission? By all means place these in a museum for military hardware.

One thing is true. That spot cries for a piece of sculpture — one of those big outdoor modern things, heights of man's manipulating three-dimensional space into a unique creation. We want to build a world free of machines of violent conflict and our public exhibition of things may not be devoted to encourage a dangerous gloating over a false and deadly warring streak that lies dormant in every man — veritably as a *ususviro* of the *kravas*.

It was once rumoured that the authorities planned to put all of such non-flying war-birds on similar pedestals in a similar manner of celebrating them. Evidently they have changed their mind. Many thanks for that. And if this foolish thing on, to come to think of it, Bijoy Sarani, the Victory Avenue — and having absolutely nothing to do with our victory in 1971, is removed under any plea, my thanks would transform into regular gratitude.

Until that good event, this Sabre would continue to be a perennial source of disquiet for me.

Recalling Moulvi Mujibur Rahman, the Illustrious Editor of *The Mussalman*

by Anisuzzaman

THE nationality we contemplate for India will be of a new and novel type. It will not be uniform but multiform, it will be a weft of many different strands; and in order that we may make a stable and durable fabric of it we must see that each one of its component elements may attain maximum strength, durability and vigilance." This could have been said by any thoughtful Indian today, but the quotation is taken from the editorial that appeared in *The Mussalman* on 20 January 1925.

Very few people now remember *The Mussalman* or its illustrious editor, Moulvi Mujibur Rahman. A man of high integrity and character, Moulvi Rahman spent his life for the cause of freedom of India, for Hindu-Muslim unity, for the upliftment of Muslim community in Bengal and for upholding the dignity of the press. *The Mussalman* was founded with a view to organise Muslim public opinion against the partition of Bengal and Mujibur Rahman worked ceaselessly to that end. He was in politics — in the Indian National Congress, the Khilafat Committee, and the Muslim League, but wherever he was, he did all that he could do for the unity of the Indian people. For over 30 years he was active in journalism and his contribution to the field was acknowledged when he was elected in 1927 the President of the All India Journalists' Association. He never compromised his position as a journalist even at the cost of refraining his weekly from publication. He suffered imprisonment but never lost his dignity — he was a man among men ever in prison.

Mujibur Rahman was born

and the Chief Secretary to the Government of Bengal who found the editorial objectionable, warned the editor in writing. In 1918 the Chief Secretary was led to believe that the editor "has acted or is about to act in a manner prejudicial to the public safety" and directed him to "abstain from publishing any part of the said paper without first submitting the manuscript of the same to the Special Mohomedan Press Censor, Bengal". Mujibur Rahman refused to comply with and the periodical ceased to publish in the next five weeks when the government relented.

His participation in the Khilafat and non-cooperation movements led to his arrest on 9 December 1921. During his trial he refused to answer questions put to him by the prosecution lest that should be an act of cooperation with the government. He is said to have even refused to say whether his name was Mujibur Rahman.

He was sentenced to one year's imprisonment and was released on 31 December 1922. In prison he recorded his experience (later published as "Jel Jivaner Dairi"), was extremely reluctant to exchange civilities with jail visitors, like Sir Abdur Rahim (1867-1952), for their British connection, and saw to it that other political prisoners, too, maintained discipline and self-respect. During his imprisonment the circulation of his paper fell from 1900 to 900. After his release, the circulation was regained and from 20 January 1925 the frequency of its publication was changed to three times a week (Tuesdays, Thursdays and Saturdays). He also brought out a Bengali

weekly, *The Khadem*, in 1926. Mujibur Rahman is said to have been the Secretary of the Provincial Congress Committee and the Khilafat Committee, the Secretary of the Provincial Muslim League and the Chairman of the Reception Committee of All India Muslim League Conference in Calcutta in 1927. He was elected an Alderman in 1931, but refused to seek election to Provincial Council or Assembly, because members elected were obliged to take an oath of allegiance to the British government.

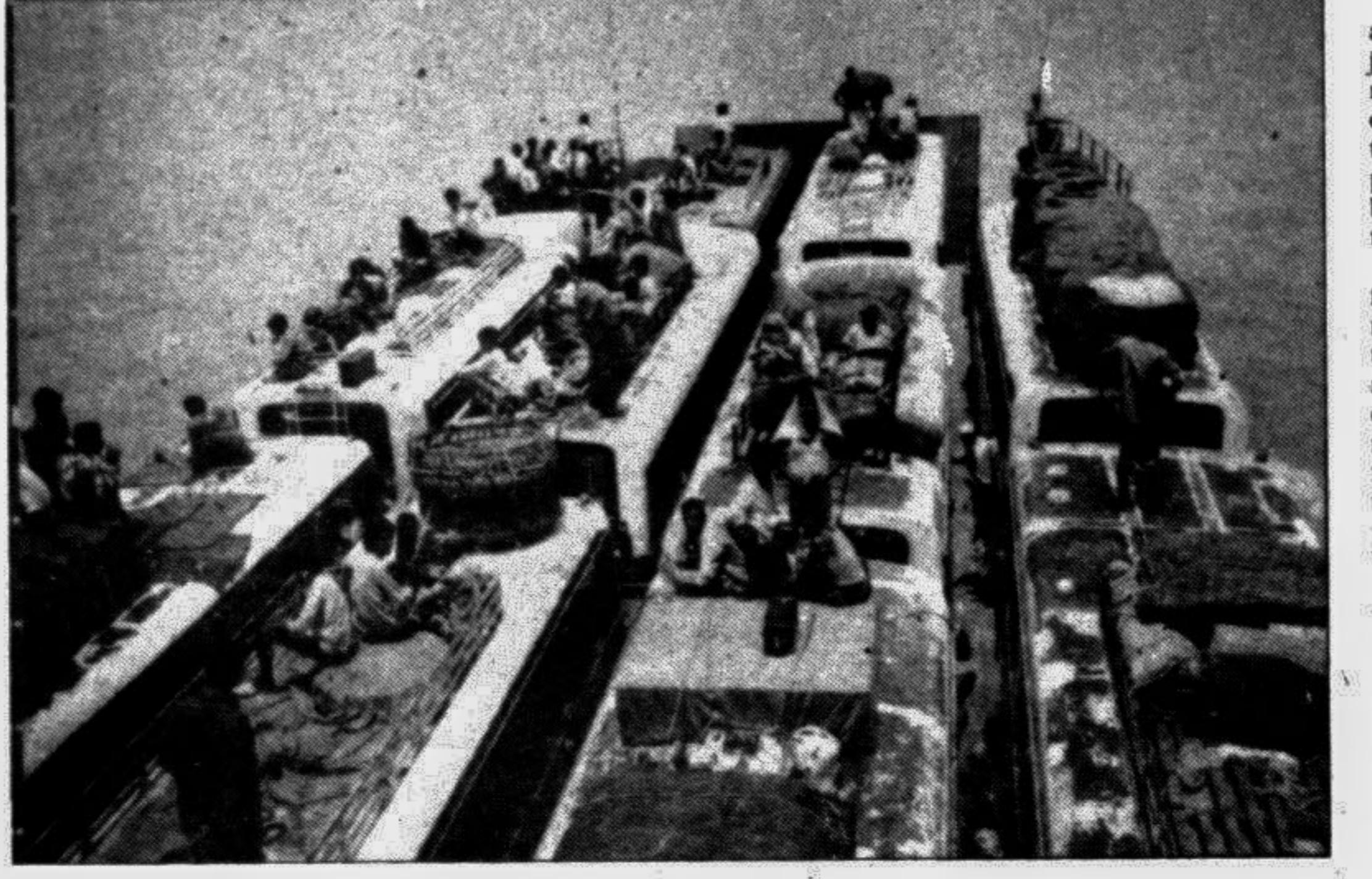
After the death of Abdur Rasul, the *Mussalman* Publishing Company was established in Calcutta in 1925-26 with Wazed Ali Khan Panni of Karatia (1869-1936), Abdur Rasul, Syed Nasim Ali (later Justice), Nurul Huq Chowdhury (later a Cabinet Minister of Pakistan), Mohammad Azim (zamindar and merchant) and Ashrafuddin Chowdhury (Minister for Education in the United Front government in East Pakistan) as Directors. On 8 July 1932 *The Mussalman* was made a daily. Differences of opinion developed among the Directors, or between the editor and other Directors later on. Mujibur Rahman resigned in 1935 and joined the weekly *Comrade*, founded by Maulana Mohammad Ali (1878-1931). *The Mussalman* ceased to publish probably in 1936. Mujibur Rahman suffered, in 1937, a paralytic attack which incapacitated him and he died in Calcutta on 26 April 1940.

Mujibur Rahman was a bachelor. He was a champion of female education. He was against all kinds of orthodoxy. One of the things that gave him pleasure in prison was to see that the barriers of un-

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A Woman of the Decks

by Edward Booth



HEY came aboard like a grinding multi-coloured centipede. The long queues of over-laden cargo trucks with their exhausts belching black fumes roll into the steel tunnel of the ferry. They came with the grey dust from the char waste lands along the river, tattered tyres and dripping sump oil.

The human cylinders of the long distance buses also came. Their under-bellies no different from their cousin trucks. Their human cargo oozing from every window and cramming the roof of each bus, flush to the level of the ferry's superstructure. From their occupants came all manner of human mucus, offal and litter.

The decks of the BIWFS ferry shuddered as the engines at full throttle pulled the craft into the grey turbid waters of the mighty Jamuna. Hourly, the richness of the northern lands from the Himalayas to the fertile plains of Bangladesh

are washed south in suspension to silt the riverine estuaries and the Bay of Bengal.

Under the fierce (43 degree) mid-afternoon sun the black ferry decks absorbed the incessant heat and cooked the accumulated cocktail of mechanical and human residue. A patchwork of black umbrellas shaded some of the bus-roof travellers. The cooler breeze from the ferry's downstream speed contrasted with the listless dusty heat-haze which enveloped the landing ghat.

From the first class lounge, ten metres above the deck, the slender river boats gave them a poetic yet frail form against the steady throb of the diesel engines and angular force of the ferry. Compared to the road, the ferry leg of our journey was a pleasant and tranquil interlude through an apparently timeless and painless landscape.

Huge slabs of the rich-grey alluvial banks were seen to crumble and be swallowed into the river. Small boys tended

in the canyons between the trucks and buses a woman in a tatty red dress dragged herself along the deck on her twisted legs. She looked up to the bus windows and those who squeezed between the vehicles seeking aims. She shuffled slowly, unable to avoid the beetle nut spit, banana peel and pools of the hot black oily cocktail that coated the deck.

The intersection of hopelessness, unfulfilled dreams and tragedy crashed through my very being for the woman on the deck. I strained my view back through the dusty windows of the van to see no more than the black shadow of the ferry in the afternoon sun, an image of a beautiful woman and a sense of despair.

Death came close from the oncoming night coaches that gave not a inch as they raced along the northern road from Dhaka. The roar from their engines and piercing blasts from their air horns were but a blur through the emotional tangle of anger, despair and frustration in which I languished.

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plaque that sums up what may be the fundamental significance of Apollo:

"Here man completed his first exploration of the moon, December 1972 A.D. May the spirit of peace in which we came be reflected in the lives of all mankind."

Photos are from US National Aeronautics and Space Administration.

America's Lunar Walk at 25

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About 19 minutes after Armstrong demonstrated that a human could walk safely on the moon, Buzz Aldrin joined him on the surface. The two men set up a television camera, planted an American flag, collected soil and rock samples, and deployed scientific experiments. President Richard Nixon telephoned from the White House, noting, "this certainly has to be the most historic telephone call ever made."

Dignitaries watching ranged from the Dalai Lama, flight pioneer Charles Lindbergh and Queen Elizabeth to Italian actress Gina Lollobrigida, who announced: "Nothing in show business will ever top what I saw on television today!" At Yankee Stadium in New York, 34,000 spectators applauded as umpires halted the baseball game to announced that the Eagle had landed. In Wollongong, Australia, a local judge brought in a television to watch the moon expedition during trials. Laplanders herded reindeer with transistor radios at their ears. A thousand Poles gathered in the lobby of the US embassy in Warsaw to cheer the touchdown. Milanese police reported that crime dropped to one-third normal, apparently because criminals, too, were watching the moon expedition. India's Parliament gave Apollo a standing ovation.

In the end, of course, Armstrong and Aldrin successfully blasted off from the moon and rejoined Michael Collins in the Command Module. And all

whether ecologically, geologically or archaeologically. Yet Apollo's chief impact may be on human thinking.

People around the world now say: "If we can put a man on the moon..." As Kraft noted, Apollo showed that "we can do anything we set our mind to do."

Looking back at the distant Earth as he orbited the sterile moon, Michael Collins experienced an insight many others have since shared, gazing at photographs from space of the blue home planet, swimming in blackness.

Scientists hoped rocks brought back from the moon would settle the issue of the moon's origin — did it condense from gases in space about the same time as the Earth? Alternatively, was it an interstellar wanderer captured by the Earth's gravity? Or was it a broken-off chunk of the Earth itself? It has turned out that rocks seem to favour none of the three theories. Where did the moon come from? As Michael Collins puts it, "Scientists still don't know."

Technologically, the space programme changed the world. It boosted the development of computers, electronics and new materials. Satellites have altered communications, navigation, weather forecasting and our ability to study the earth.

Apollo had another effect on human thinking. "Never did I hear, 'Well, you Americans finally did it,'" Collins says. "Always it was 'we', we human beings drawn together for one fleeting moment watching two of us walk the alien surface."

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A FRAGMENT OF THE MOON — Displays of moon rocks, such as the one shown here, became immensely popular museum artifacts in the months after the Apollo 11 lunar landing.

Air Operation: Battle of Burma

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son in Mogauing and Myitkyina. This expedited the fall of Mogauing on 26th June to the 77th Brigade. During the period of operation till the fall of Mogauing over 400 sorties were flown in support of the campaign.

By the end of June, due to heavy monsoon combat air operation was greatly reduced in scale. However, transport operation by Dakotas and American C-47 aircraft continued with the support of special force at Broadway, Piccadilly, Aberdeen and Blackpool. RAF flew a total of 3,629 and USAF flew a total of 5,695 transport sorties during the month. In the month RAF flew 4,551 combat sorties and USAF flew 1,562 combat sorties which included bombers, fighter bombers and fighters in air defence role.

There was a massive air lift task to be accomplished. The British XXXIII Corps in the Kohima region was under siege by the Japanese 31st Division plus an independent brigade. Imphal was encircled by Japanese 15th division and the whole IV Corps was trapped which consisted of 17, 20 and 23 Indian Divisions. To the south the 7th Indian Division was cut off in Arakan. In February the Allies had RAF 50 Dakotas and 53 USAF C-46 transport aircraft. By the end of March an additional 15 Dakotas were provided to RAF

pealed all attacks. The position was held throughout the night.

When it was clear that the Japanese were attempting to outflank the position, Sergeant Turner, armed with grenades, boldly attacked them single handed. He went back five times for more grenades; and on the sixth occasion, still single handed, he was killed while throwing a grenade at the enemy. His conduct on the night will always be remembered by the regiment. His superb leadership and undaunted will to win in the early stages of attack was undoubtedly instrumental in preventing the enemy plan from succeeding. The number found dead the next morning was ample evidence of the effect his grenades had had. He displayed outstanding valour and had not the slightest thought of his own safety. He died in the battlefield in a spirit of supreme sacrifice."

2. Capt. Michael Allmand, VC E/C 8188, Indian Armoured Corps, attached to 3rd Bn. 6th Gurkha Rifles, Age 20. The citation read: "The 6th Gurkha Rifles in Burma were ordered, on 11th June, 1944, to attack Pin Hni Road Bridge. The approach to the bridge was held while the Japanese, who were delaying the advance by the most desperate resistance.

Captain Allmand's platoon was leading the attack but suffered severe casualties and was forced to seek cover. Captain

A major breakthrough on

Allied Air Forces : Eastern Air Command

Summary of Air Operation, June 1944

Sl. No.	1944 Month	Sorties Flown				Bombs dropped tons	Supplies delivered forward tons	Men carried	Aircraft All Casualties evacuated	Types	
		Fighter Offensive	Fighter Air Defence	Bombers	Transport					Loss	Operational strength
1.	June	2,760	1,783	680	9,324	982	21,293	11,792	6,673	51	1,215

curried in the Burma front on June 20, when the British Fourteenth Army broke through the encirclement of Imphal and opened the road to Kohima. Lieutenant General Count Mataguchi commanding Japanese Fifteenth Army ordered his forces to withdraw, having suffered 30,000 casualties. Allied forces suffered 2,669 casualties and 10,000 wounded in the Manipur campaign.

There were two VC (Victoria Cross) awarded in June in the Burma front:

1. Sjt. Hanson Victor Turner, VC 4624489. The West Yorkshire Regt. On the night of 6/7th Sjt. Turner died in the battle. He was awarded VC. The citation read, "In Burma, at Nithoukong, on the night of 6th-7th June, 1944, an attack was made by the Japanese with medium and light machine guns. The attack largely fell on the position held by a platoon of which Sergeant Turner was one of the section commanders. The enemy were able to use grenades with deadly effect. Three machine guns in the platoon were destroyed and the platoon was forced to give ground. Sergeant Turner with coolness and fine leadership reorganized his troops and with doggedness and spirit of endurance of highest order re-

tinued to hold the position. The task force returned to Colombo without suffering any loss. On 19th June Vice Adm. Power, commanding TF-66 based in Colombo conducted operation Pedal a carrier raid on Port Blair with carrier Illustrious, the battle cruiser Renown and the French battleship Richelieu with a light escort force. Eight Corsairs and 15 Barracudas of fighter bombers attacked the airfield and the harbour. Two aircraft were lost to ground fire.

In the Strait of Malacca and in the Bay of Bengal, Royal Navy submarine Stoick, under Lt. Marriot sank two ships of 4141 tons and six small craft; Tantalus under Lt. Cdr. Mackenzie sank one ship of 536 tons; Truculent under Lt. Alexander sank one ship of 3040 tons; Spiteful under Lt. Sherwood sank one small ship; and the Dutch submarine K-XIV torpedoed a Japanese minelayer and damaged it, under Lt. Cdr. V. Hoof.

It should be mentioned that the year before on 26th April, German U Boat U 180 under Cdr. Musenberg at a point south of Mauritius transferred Indian Nationalist leader Netaji Subhas Chandra Bose to Japanese submarine 129 under Cdr. Izu who brought him to Penang.