

Cultural and Manufacturing Center

Hanoi, which stands beside the Red River, is a port, railroad and industrial center whose population has increased from 120,000 to about 500,000 in 30 years.

It has a university, museums and other cultural facilities and is also a center for rice milling, distilling and brewing as well as the manufacture of cotton and silk textiles, woollen rugs, ceramics, leather goods and explosives.

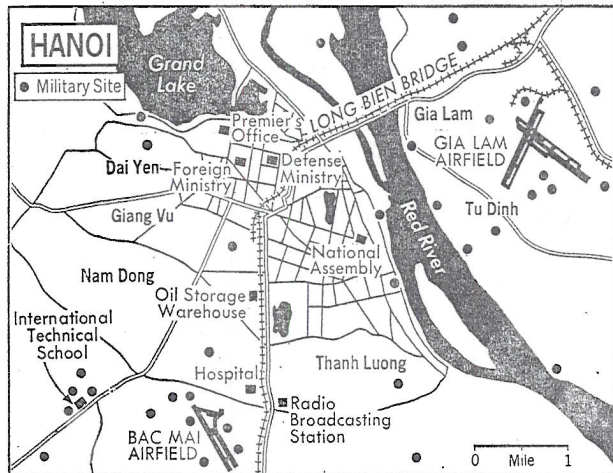
One of the principal bombing targets in Hanoi is the 5,600-foot Long Bien Bridge over the Red River. Last September, Air Force jets were reported to have destroyed three of its spans and damaged three others.

The bridge had been bombed twice the previous May, but had been repaired. The bridge, one and a half miles northeast of the center of Hanoi, is the main link between the capital and its supply lines with China.

It was reported earlier this week that, since the suspension of bombing above the 20th Parallel last October, North Vietnam had repaired its main rail links to China, repaired or built bypasses for most main bridges and restored 40 per cent of its destroyed power generating capacity.

According to a report published in The New York Times last May, the Central Intelligence Agency told President Nixon in 1969 that if Hanoi was forced to rely on land routes, the road, rail and river links with China could handle about 16,000 tons a day, more than two and a half times the total military and economic import requirements of North Vietnam.

The level of literacy and higher education in Hanoi has risen sharply. In 1965 there were said to have been 26,000 university students; four years later, the figure was put at 70,000. In 1955, there was said to be only one doctor for every 200,000 people; the figure now is one per 4,000.



The New York Times/Dec. 21, 1972

Harbor First Developed by French

Situated 60 miles southeast of Hanoi on an arm of the Thai Binh River, which flows into the Gulf of Tonkin, Haiphong is the principal port of North Vietnam and as such a target of vital importance.

The harbor, first developed by the French during their occupation of Indochina, is believed to have the capacity to unload more than 50 ships a month. It is equipped with a number of cranes that can hoist loads of up to 12 tons, which is about the weight of a light tank. Also available are dozens of smaller cranes and derricks.

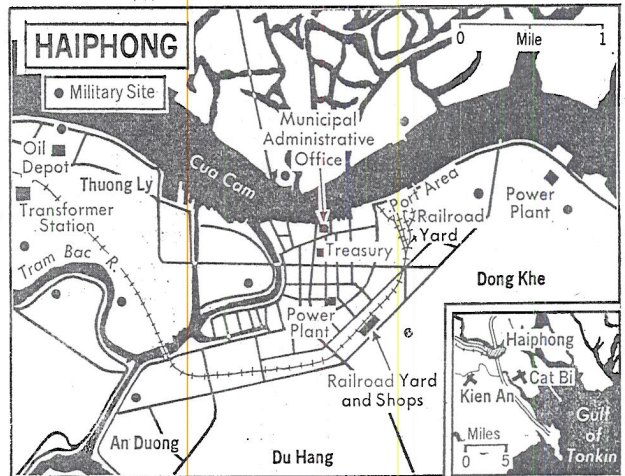
Since 1966, other related facilities have been the targets of United States air raids. However, the dock area and harbor were avoided, principally because of the presence of foreign ships, particularly those of China and the Soviet Union.

North Vietnamese sources have reported that other parts of the city, including residential areas, have been heavily damaged by United States bombing, which, however, did not appear to have damaged the port's capabilities.

Before the bombing, according to a report by a Haiphong official published last May, the docks could unload some 20 ships a week. In 1967, when the bombing of such nearby targets as gasoline and fuel-oil storage tanks, a power plant and a shipyard was at its height, the docks were handling 47 ships a week.

In 1951, Haiphong had a population of fewer than 150,000. Its population has reportedly grown to about 500,000.

When the bombing was resumed last April, it was reported that waves of B-52's dropped 1,000 bombs on Haiphong within an hour. Last October, a Canadian television correspondent quoted a Haiphong official as saying that in seven months 2,000 people were killed or maimed, 20,000 buildings destroyed and that total casualties came to 70,000.



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