

Coffin at Pan American

A coffin was laid at the doorstep of Pan American Airways' Hongkong office in Central District last Monday to mark the second anniversary of the American massacre of the Son My villagers in Vietnam.

In a message distributed by demonstrators, including university lecturers and students, it was pointed out:

'The Son My massacre was not a temporary lapse in an otherwise benign policy but an inevitable outcome of a policy which is genocidal in implementation if not in original planning.

'How else can we explain the ongoing practices of saturation bombing, free zones, defoliation of crops, "generating" refugees, and using toxic gases that can create genetic damage? These are part of "Standard Operating Procedure." The words of the US officer at Ben Tre—"We had to destroy the village to save it"—define American intervention not only in that village but in all the villages and cities of South Vietnam.

'In this calculatedly brutalizing context, it would be more surprising if massacres like the one exactly two years ago at Son My did not happen.'

On the coffin were the slogans:

'Jumbo Jet, Jumbo War, Jumbo Profits',

'Boycott P.A.A.!' and

'Dead GI's Have to Fly Pan-Am, You Don't.'

A banner held up by two demon-

strators in front of the airline's office read:

'Pan-Am.—Pentagon Marriage of Death & Profit.'

Explaining why a boycott of Pan American Airways was called, the

Buddies

Ironically, just when American anti-Vietnam War fighters here and elsewhere called for the boycott of Pan American Airways, the New York Times reported that the Soviet Union had agreed to send a 'prominent delegation', reportedly including Kosygin's son-in-law, to take part in a public discussion to be held in the US on such problems as arms control, pollution, East-West trade and keeping the peace.

The American co-chairmen of the meeting include Najeeb Halaby, President of Pan American Airways.

message distributed by the demonstrators said:

'Pan Am is one of the top fifty corporations in what President Eisenhower called the military industrial complex. In fiscal year 1969 Pan Am had US\$167 million in contracts from the (US) Department of Defence.

'It flies 50 flights into the war zone every week. These are charters for the Department of Defence carrying troops and war cargo.

'Pan Am's president invented R&R flights and Pan Am is the

main carrier of Vietnam R&R GI's.

'On its way back to the US, Pan Am carries the coffins of dead American GI's.

'Pan Am profits from all these enterprises. Above all it profits from American political penetration and domination in Asia. As the historically most expansionist international airline, it trades its favours in servicing the Vietnam War for political favours from the American government which bolster Pan Am's position in international competi-

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Demonstration in front of Pan American Airways.

Coffin of Pan Am

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tion. Therefore it should take full responsibility for its complicity and profiteering in this war of genocide against the Vietnamese people.

'The coffin, death, is the trademark of American intervention in Vietnam. Therefore we lay it at the doorstep of Pan Am. Transporting coffins is part of Pan Am's business-as-usual. It is empty because the Son My villagers could not afford this luxury.'

The demonstration began at about 1:00 p.m. and lasted about a quarter of an hour. When the demonstrators dispersed, the police arrested on the site Klaus Schleusener, a German lecturer at the Chinese University.

Later when three of the university's students, Johannes Kuechler (German), Donald Seekins and Mitchell Meisner (both American), went to the police to find out about Schleusener, they were also detained.

Last Tuesday the four denied before a magistrate in Western Court that they had caused an obstruction in a public place.

The coffin was brought to the court with the slogans on.

The four were released on \$30 bail until the trial on March 25.