

U.S. Was Urged To Weigh Marianas' Position Heavily

By Diane Maddex
Daily News Staff Writer

SAIPAN - The State and Interior Departments were told last July it was "a little strange" they had not urged the Civil Aeronautics Board to give more weight to the views of the Marianas District than other Micronesian areas in determining which airline should receive the Saipan-Japan air route.

This reaction to the departments' neutral stands on the route case was contained in letters written by Vicente N. Santos, president of the Marianas legislature.

The letters and related documents were made available during yesterday's CAB hearings here in response to charges last week that Marianas politicians had considered using the future status negotiations as a wedge to force the departments to reverse their positions.

While Santos' letters do not contain the blunt threat reportedly discussed before they were sent out, they do carry a veiled warning:

"...it seems a little strange to me," Santos wrote, "that the Department of the Interior would not suggest that opinions from the Mariana Islands District be given more consideration since we are in the middle of negotiations to make our area a part of the American political family while most other districts have stated openly that they desire something closely associated with independence.

"If this is the way that members of the American political family are treated by their government," he added, "then maybe we have made a serious mistake that should be corrected."

Nearly identical letters were sent to Interior Secretary Rogers C. B. Morton and Acting Secretary of State Kenneth Rush, including the reference to

Robert D. Timm that Micronesian views on the route case be taken into consideration.

Morton's June 28, 1973 letter specifically mentioned the Congress of Micronesia as one of the duly constituted bodies whose positions should be recognized. The Congress has supported Continental/Air Micronesia.

Rush, in a July 2 letter to Timm, cited both the Congress and district legislatures.

The Marianas legislature has provided the most consistent support for Pan Am in the districts since lobbying for the route began in 1971.

The documents provided yesterday by attorney William B. Nabors, counsel to the pro-Pan Am "Marianas Parties," show a response to Santos' letters only from the State Department. Former Trust Territory liaison officer John C. Dorrance reiterated that Rush's original letter "does of course embrace the Congress of Micronesia, all district legislatures and the municipal councils—as you desire."

Santos' letter to Rush stated that he had suggested indirectly that the CAB ignore views of the Micronesian district legislatures and municipal councils. This, in fact, could have referred only to the Interior secretary's letter.

The duplicate Santos letters also asserted that the pro-Air Mike resolution approved by the Micronesian congress in 1973 was "illegally adopted."

He also enclosed an affidavit to illustrate "some of the fraudulent tactics being employed" by Air Mike in the route case.

Santos has been subpoenaed to testify beginning today.

Additional documents linking the Marianas future status negotiations with lobbying efforts in the route case are contained in CAB evidence being used for the hearings, which are investigating the activities of carrier

One handwritten report found in the Guam office of Pan American World Airways bears these notations:

"Joe Cruz and Herman (Manglona) will visit Rota this weekend to meet Benjamin (Manglona) requesting his support. He is also on status committee (Marianas Political Status Commission).

"(Edward) Pangelinan represents status commission position. Future status Marianas pro (us or US). Decision against wishes of Marianas may effect (sic) status decision."

Sen. Edward Pangelinan is chairman of the Marianas status delegation. Benjamin Manglona of Rota is a member, as is Jose R. Cruz of Tinian, who recently replaced Herman Manglona.

At least half of the 15 members of the Marianas status commission are avowed supporters of Pan Am for the Saipan-Japan route.

This report came from the files of James L. Barton, Pan Am's director for Guam and the Trust Territory.

Barton's testimony last week and other evidence presented to the CAB show he kept a close watch on all route activities in the Marianas and reported frequently to top Pan Am officials.

The next witness, William J. Evans, Pan Am's senior director for international affairs, said Barton reported to him on route case matters. Evans disclaimed supervisory authority over Barton's activities, however.

Until this January, Evans' next in a command was Frank Loy, the company's senior vice president for regulatory affairs. Loy has been replaced by Stanley Gerwitz. Other Pan Am employees monitoring TI politics over the route case reported to Loy through Evans, he said.

In more than a day and a half on the stand, Evans was questioned on the now familiar pivotal points in the carriers' route case activities. The

"Hydeman telex" that has not materialized, the August 1 session of the Marianas legislature, at which pro-Mike and Northwest resolutions were rejected, Pan Am's abortive offers to run a charter flight Palau during the October 1 legislative session, suggest medical treatment for a Trust leader and Pan Am participation in draft documents for GovGu officials.

Evans also was questioned his company's relationships with Marshalls Sen. Amata Kal and Rep. Charles Domni both counted among pro-Pan Am supporters.

Questioned by Pan Am counsel, Jerry W. Ryan, Evans said he helped make September 1971 decision send out Pan Am employees from as far away as New York to report on Micronesian legislative activities involving route.

This was done, said Evans because the company had local representatives. He said Pan Am had been receiving reports that Air Mike was working to gain support although the route had not been announced officially.

Evans testified Pan Am feared that "lobbying techniques" used by Air Mike to win Micronesian route it operates would resurface.

People had to realize that another airline was interested in the Saipan-Japan route, said Evans, and that Air Mike "shouldn't have the monopoly on dispensing information."

When cross-examined Continental attorney Lee Hydeman as to what specific charges of lobbying Pan Am had been told about, Evans said he could not remember a specifics except that Air Mike public relations man, Jose Smith, had been in the districts.

Because of his central role in Pan Am's Micronesian activities,

Pan Am's Saipan sales representative, Stanley Torres, has testified it was his idea to ask Air Mike employees to pass on any company information regarding the route.

Telling Hydeman he had been in the airline industry five years, Evans admitted it was not his practice to obtain messages in similar fashion from any other carrier.

He echoed Barton, however, in saying that he did not believe it was wrong to accept such information because he thought it had been given voluntarily.

Asked if he had told Torres to stop receiving the messages Evans said, "No, sir."

Hydeman then inquired if this meant he had condoned Torres activities.

Evans answered, "I did not tell him to stop."