

U.S. Congressman Attacks France's NATO Policy

PARIS (AP) — France has told the NATO allies that it will review every month its permission for Allied military planes to fly over France or to land, well informed sources reported yesterday.

This means that overflights or landings in France by Allied aircraft could be terminated on 30 days notice, the sources said. There was no sign this was about to happen.

The move was the latest in President Charles de Gaulle's program to divorce France from the military activities of the North Atlantic Treaty Organization.

It came as Rep. Wayne L. Hays, D-Ohio, delivered a stinging attack on De Gaulle's European policies and won hearty applause from European legislators at the European Consultative Assembly in Strasbourg.

He accused De Gaulle of trying to destroy the Atlantic Alliance and block European unification.

In another development, Britain announced that George Thomson, the no. 2 minister in the British Foreign office, will go to Washington and Ottawa to discuss NATO questions generally and the prospect of moving its political and military headquarters to London.

De Gaulle has announced that France will no longer participate in NATO's integrated military structure, and he has ordered the withdrawal of all Allied military forces from France by next April 1.

But he says France remains committed to the political principles of the Atlantic Alliance, and he wants to retain the NATO council, the organization's political body, in Paris.

Thomson, who has been in Strasbourg, has been sounding out European leaders on the possibility of moving both military and political headquarters of NATO to London. The French decision for a

month - to - month re-examination of Allied flight privileges starting June 1 was communicated to the NATO partners yesterday.

The United States directs about 100,000 separate airplane and helicopter flights over France in the course of a year and would be most affected by the move. Other major allies, such as West Germany, Britain and Canada, also would be hit.

In the past permission for overflights and landings have been given almost automatically on Dec. 31 for the following year. The 1965 authorization had been normally extended for 1966.

If allied military overflights were to be barred by France, an east-west barrier in effect would be erected across Europe from the Atlantic to the Iron Curtain. Military flights are not permitted over neutral Switzerland and Austria.

Allied officials consider the question of guarantees for overflights and landings by NATO aircraft to be one of the most important questions to be negotiated with France in connection with her withdrawal from NATO military activities.

The United States has already been restricted in its European military operations by its agreement to halt refueling of nuclear bombers over Spain.

The agreement stemmed from the collision of a bomber and a tanker during a refueling operation in January. Three of the four nuclear weapons the bomber carried fell on Spanish soil but did not explode. The fourth fell into the sea a short distance off the coast and was recovered only after a long and costly search.

The meeting in Strasbourg was called to discuss current problems of the Atlantic Alliance. The assembly is a part of the 18-nation Council of Europe and serves as a semi-official forum for its members.

Hays, a member of the House Foreign Affairs Committee, heads the U. S. congressional delegation to the assembly.

He contended that De Gaulle's policies would show disarray in the West and result in weakness.

Government And Industry Sign Contract

WASHINGTON (AP) — Signing of the first contract to operate high-speed, modern passenger trains on a regularly scheduled basis was announced yesterday by the Commerce Department and the Pennsylvania Railroad.

Beginning in October of next year, 50 self-propelled electric cars — the most comfortable in the world was the description used by Pennsylvania Railroad chairman Stuart T. Sanders — will begin whizzing between New York City and Washington in less than three hours.

It's part of a three-year, \$90-million program of high-speed ground transportation research and development adopted last year by Congress.

To test consumer reaction, hourly service at fares lower than those now charged will be provided between New York and Washington at speeds up to 110 miles an hour. Service every 30 minutes is planned between New York and Philadelphia.

Speeds up to 150 miles an hour are contemplated by 1970. The fastest scheduled time on the 226-mile New York-Washington run presents is three hours and 35 minutes. Most trains operate near a four-hour schedule.

Secretary of Commerce John T. Connor called the contract the beginning of a new era in ground transportation and a significant development in government and industry cooperation.

If the test in the heavily populated Northeast corridor is successful, he told a news conference, the concept could be extended to such areas as San Francisco - Los Angeles - San Diego; Milwaukee - Chicago - Detroit - Toledo - Cleveland and Portland - Seattle.

The two-year project will cost the government \$9.6 million but the railroad is expected to spend substantially more than that for improvements, Connor said. Sanders said he couldn't pinpoint a figure but it would be less than \$20 million.

The commerce Department earlier this year awarded a \$950,000 contract for four stripped-down test cars scheduled for delivery this summer. They will be tested on a 21-mile stretch between New Brunswick and Trenton, N. J.

In addition to New York, Philadelphia and Washington, the demonstration runs will serve Newark and Trenton, Wilmington, Del., and Baltimore. The railroad expects to announce on Friday selection of a contractor to build the 50 cars.

Saunders said the number of trains — both high-speed and conventional — will be increased from 66 to 96 daily as part of the project and fares will be made competitive with other forms of transportation.

In addition to higher speeds, other time savings will be effected by limiting intermediate stops and by quicker loading and unloading of passengers through sliding doors at the same level as station platforms.

Red Chinese Newspaper Reports Rebellious Group

TOKYO (AP) — The army newspaper of Red China reported yesterday there is a rebellious group in the Chinese Communist party and the survival of Mao Tze-Tung's ideology is at stake. It seemed to hint that influential elements seek a reconciliation with the Soviet Communists.

The editorial in Liberation Army Daily, broadcast from Peking, was the latest of recent statements indicating concern in the Peking Politburo about trends among intellectuals and some sections of the armed forces.

The editorial said there were in the party certain "antiparty" people who wear "a veil of Marxism-Leninism and Mao Tze-Tung's teachings."

"The activities of these antiparty, antisocialist elements are not an accidental phenomenon," it said. "They are responding to the great international anti-Chinese chorus of the imperialists, modern revisionists and various reactionaries to revive the Chinese reactionary class which has been struck down."

This seemed an indirect way of saying that pro-Soviet elements should be rooted out. By "imperialists and modern revisionists," the Chinese Communists mean the Americans and the current Soviet leadership. Peking has been accusing the Kremlin of plotting with the United States against Red China.

The presence of pro-Soviet elements in China, possibly in influential places, conceivably might explain why the Soviet leaders have seemed restrained in dealing with cascades of anti-Kremlin vituperation from Peking. The Kremlin replies only with appeals for world Communist unity.

Analysts have suggested that any significant change in leadership or policies in China might clear the way for mending relations with the Soviet Party. That could mean much economically and perhaps in modernizing China's armed forces.

The present Politburo in Peking seems set against a reversal of policy which would permit better relations. The Kremlin leaders are accused of revisionism and reversion to bourgeois-meaning capitalist-ideas.

Liberation Army Daily, probably speaking for both the party and the armed forces command, demanded the resolute elimination of "the blank line of bourgeois, antiparty, anti-

socialist revisionism." It said a rebellion against party leadership was widespread and serious and "it is a struggle to the death between us and them."

The chief target of the editorial was the intellectual class — writers and artists and people "with some authority and some fame." But it made clear that others were involved, those "linked with the antiparty activities of right wing opportunists within the party."


The terms "antiparty" and "right wing opportunists" often are used to describe Communists outside China who disagree with Peking policy, including some Soviet Communists. Such terms are directed only infrequently against Communists inside China.

Editorials in the official Peking People's Daily have warned against antiparty elements but have said that despite ups and downs Communism would win out.

Liberation Army Daily was more cautious. It said intellectuals are trying to defend bourgeois ideology and if this continues "There is the danger that one corner of our socialist fortress will collapse and ... There will be a change in

the color of our country." "It is an extremely acute class struggle," the paper continued. "It is a long-term, fierce struggle as to whether the proletariat or the bourgeoisie will triumph in the field of ideology."

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