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War orphan flow to U.S. jeopardized

By James R. Hood

DENVER (AP) — Efforts to bring war orphans to the United States are being accelerated as the military situation deteriorates in South Vietnam.

"We have 200 to 300 families waiting for children. We're trying to get them out, but we don't know if we can make it," said Sally Bergner of Friends of Children of Vietnam.

"We don't know how much longer we can hold out."

MRS. BERGNER said food costs have risen 200 per cent at some Saigon orphanages in the last few days, creating a desperate shortage of funds.

Food supplies to the orphanages have been interrupted by the renewed fighting and thousands of refugees are pouring into Saigon, where many of the nation's 133 orphanages are located, she said.

The Denver-based Friends of Children organization has been ferrying about 10 orphans from Saigon to new homes in the United States each week for the past year, and hopes to accelerate the pace because of recent developments.

THE LATEST group of 10 children arrives in Los Angeles today.

"We just don't know how much longer we'll be able to operate in South Vietnam. We want to get as many children out as we possibly can," said Cheryl Markson, the group's executive director.

"One Saigon orphanage was swamped with 150 orphans who were brought down from Quang Nam last week," Mrs. Markson said. "They had no food, only the clothes on their backs, no fresh diapers."

The organization has operated in South Vietnam

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The organization has op-
erated in South Vietnam
since 1967, functioning as
an aid and referral organ-
ization. Last year, it be-
came a licensed adoption
agency in an attempt to
speed the flow of home-
less war orphans to the
United States.

FRIENDS of Children is
one of several groups
working to find American
homes for some of the es-
timated 1.5 million or-
phans in South Vietnam.
It operates 26 chapters in
the U.S. and has a staff of
about 155 people in South-
east Asia.

"I would certainly en-
courage anyone who
wants to adopt a Vietnami-
ese orphan to act as
quickly as they can,"
Mrs. Markson said. "We
probably don't have much
time left."

FCVR

1.5 million
orphans —

at least a partial cease-fire. To begin with, maybe I could convince them to talk about nothing but each other's french fries."

Peace seems far off, however. Even now, at stands in Norfolk, Va., and Dayton, Ohio, McDonald's is experimenting with a new weapon: chicken.

"Sales are very good," said one Norfolk manager. "Especially with our most popular plate, two pieces and fries." (Price: \$1.10.)

And Jack-in-the-Box isn't standing pat, either.

"We're coming out with a Super Taco," said Dick Williams, a company spokesman. "But I can't say any more about it."

Mathew Lambert, the McDonald's public relations chief, doesn't envision the enemy marching triumphantly through the Golden Arches.

"Any salesman knows that when he's giving a prospective customer his pitch, his main advantage is that his competition isn't there with him," Lambert said. "By mentioning us in their ads, Jack-in-the-Box loses that advantage."

Does McDonald's plan to retaliate by constructing a Super Taco of its own?

"Tacos?" asked Lambert, pronouncing the word as if it were spelled "tackos." "No, we have no plans to sell tacos."

Jack-in-the-Box isn't the only force looming on the horizon.

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GM's Special Layoff Fund Will Run Out This Month

BY DAN FISHER
Times Auto Writer

General Motors Corp. said Friday that special unemployment benefits which have cushioned the financial impact of layoffs for tens of thousands of its employees will cease at the end of this month, at least two weeks earlier than had been predicted.

The auto maker said a special fund set aside under contracts with the United Auto Workers union will go dry at that time, affecting 70,000 employees nationally and 1,100 at its Van Nuys plant. Those employees, who have been receiving almost 95% of their normal take-home pay despite being laid off, will then have to rely solely on state unemployment benefits.

Affected Van Nuys employees, for example, have been collecting between \$66 and \$97 weekly from the fund (depending on their wage rate) to supplement \$90 a week in state unemployment benefits. With the

place in the final resolutions of the four-day meeting, but the conference in effect institutionalized two levels of dialogue.

—Contacts between leaders of Tanzania and Zambia with South African Prime Minister John Vorster.

—Attempts of the Rhodesian nationalist leader, Bishop Abel Muzorewa, to reach a peaceful settlement with Rhodesian Prime Minister Ian Smith.

Hardline Hawks had started the meeting demanding intensified guerrilla warfare against white rule and calling for no dialogue and no detente. Two things helped swing victory to the Doves:

Zambian Foreign Minister Vernon Mwaanga disclosed that South Africa had agreed to withdraw its 3,000 policemen from Rhodesia by the end of May—a concession Vorster apparently gave to Mwaanga to strengthen the moderates' hand.

And Samora Machel, who led Frelimo guerrillas to victory over the Portuguese in Mozambique, said that it should be up to Muzorewa's African National Council to call the shots in Rhodesia. The bishop gives priority to peaceful means.

The rhetoric moderated as the talks wore on, although even the Doves reiterated the need to arm for more fighting in case peace moves fail.

Those most in favor of detente were those closest to the fighting. The Hawks were from farther away. Some, scoffed Mwaanga, want a "microphone revolution based on making

Nyerere's position that "a neighboring leader" can "act for Africa" in contacts with white ruled Africa, and that the problems there are separate.

Ending the "colonial situation" in Rhodesia and Namibia (South-West Africa), (Smith's white government has refused to relinquish control of Rhodesia to majority rule and South Africa administers the former U.N. mandate of South-West Africa.)

—An end to racial discrimination in South Africa.

The moderate tone of the dove-dominated meeting is expected to encourage further steps in the tentative progress toward detente.

Talks on constitutional changes that could lead to majority rule in Rhodesia were halted last month when Rhodesia arrested the Rev. Ndabaningi Sithole, leader of the

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situation of the South Vietnamese army.

For Xuan Loc though 40 miles northeast of Saigon is the headquarters of the 18th Infantry Division—which has the responsibility for guarding all the eastern approaches to the South Vietnamese capital.

And at the moment North Vietnamese troops have cut the main highway leading both in and out of Xuan Loc—so that supplies and troop reinforcements cannot reach the key crossroads town.

As we watched, a battalion of rangers moved out to try to surround a small village which the North Vietnamese had occupied, thus cutting the highway.

Behind them was another battalion of Regional Force troops. And behind them, being airlifted by helicopter into the area, were the crack troops

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AFTER THE EXPLOSION—The Catalina cruise ship Carib Star lies in mud at its Los Angeles Harbor berth under Vincent Thomas Bridge. Coast Guard investigators said they had "reason to suspect" that a bomb caused the blast that sank the \$2.5 million craft Thursday night.

Story in Part 2, Page 1

Times photo by John Malmin

fall of Saigon is not considered imminent and they are under strict orders not to discuss any evacuation contingencies for fear of further demoralizing the South Vietnamese.

The situation in Phnom Penh, however, plainly is well past that

working at the U.S. Embassy probably would be high on the list. Beyond that, the potential number in danger of Communist reprisals could grow into the thousands.

It also was unclear whether ma-
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ANALYSIS OF AID MESSAGE

Ford Seen Giving Up on S. Vietnam Despite Plea

BY RUDY ABRAMSON
Times Staff Writer

WASHINGTON—Despite the President's plea for another \$722 million in emergency military assistance, the Ford Administration virtually has given up on South Vietnam and now looks hopefully toward negotiations that undoubtedly would amount to a surrender by the Saigon government.

The overwhelming interest of the United States now is to rescue the remaining Americans from the country, under conditions, it is hoped, that would not require covering gunfire by U.S. marines and jet fighters.

Two messages were conveyed to the country by the Ford Administration Thursday night: one by the President, for the record, for the South Vietnamese and for a world audience, the other in more stark terms by Administration officials filling in the

blanks between the lines.

The President offered the aid request in the certain knowledge that Congress would reject it but hoping that the gesture would provide a psychological lift to the South Vietnamese, and keep them fighting until the Americans, and perhaps their Vietnamese employees, can be evacuated.

At times, Administration officials seemed on the verge of conceding that it was all over for the Saigon government, that the United States is now interested in saving Americans and in saving face.

"Once the decision (to reject Mr. Ford's request for added military aid) is made," they said, "it will not be used to start a national debate on who lost, who was responsible.

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Parents of War Orphans Warned of Traumas Ahead

BY LORRAINE BENNETT
Times Staff Writer

American families who have opened their homes to the orphans of South Vietnam may be unaware of mental traumas that lie ahead for them and the children.

This warning comes from Dr. Jean Carlin, who served twice in Southeast Asia with Volunteer Physicians for Vietnam, an effort financed by U.S. Agency for International Development and directed by the American Medical Assn. Carlin is executive associate dean of the college of medicine at the University of California, Irvine.

She is concerned about the psychological health of the orphans and wants to share her concern with new parents and family doctors who will be treating the children.

As a psychiatrist Carlin is on the staff of Fairview State Hospital in Costa Mesa, she is concerned over the publicized intention of many

American families to give their adopted children new names.

"Any child over six or eight months of age will have learned to recognize his or her name to some degree," she said. "one's name is his identity.

"These children were suddenly transported from Vietnam in an airplane which in their previous experience only meant destruction, fear or hurt to them.

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THE WEATHER

National Weather Service forecast: Partly cloudy with a chance of a few light showers this morning. Decreasing cloudiness this afternoon and fair tonight and Sunday. Highs today near 65. High Friday 62; low, 50.

Complete weather information and smog report in Part 1, Page 24.

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- VITALS, WEATHER. Part 1, Page 24.

WARNING ON WAR ORPHANS

Continued from First Page

"They are now with people who have white or black faces, are very big and who speak a loud and strange language. The children cannot speak to anyone nor understand anyone. They are given strange foods to eat and silverware, which they have never seen nor used, instead of chopsticks."

"They are put into a high bed with sheets (and maybe siderails) and no one to sleep with them, instead of their usual bed—a straw mat on a packed mud or cement slab along with mother, father, siblings, or other orphans and attendants."

Carlin, who served twice in Vietnam, in 1969 and 1971, says she worked with children in the villages.

"I just want people to realize that the older orphaned child is not a piece of clay. The older children are beginning to establish some identity, to recognize their names."

Carlin urges parents and physicians to make drastic cultural changes as gradually as possible.

"Too many changes all at once may lead to emotional disturbances," she said. Her recommendations for new parents:

—Do not speak loudly to the child, as if by that method he can be forced to understand English.

—Let any child over two choose between silverware and chopstick.

—Let the child have bowlsful of rice and thin rice soup plus the new American foods.

—Let the child squat on his haunches instead of sitting on a chair as long as he chooses to do so.

—Let the child hold his bowl under his chin while he eats (as is the Vietnamese custom) until he has adjusted.

—Let the child choose between sleeping on a bed or on the floor with a blanket and stuffed toy, or even the family dog or cat. If he has his own toy from Vietnam, let him hold onto it as a transitional object.

—Many children have never seen an American toilet and do not know how to use one. Parents must be patient.

—Lightning, thunder, sirens and fireworks will terrify the children, but they won't be able to express this to their parent. They may hide under the bed. Expect this to happen and reassure them.

—Do not expect "thank you" in any language, since the children have not been taught this.

—Do not beckon a child with a crooked finger. This is how the Vietnamese signal dogs and it is offensive to humans.

—Do not touch older children on the head. They believe this will take away their spirit.

Dr. Carlin said the ages of the children may not be accurate.

"The Vietnamese people consider a child to be 1 year old at birth, and the child gains another year every Tet (New Year). So a child born just before New Year's Day is 2 years old immediately," she said. If the children are believed to be older than they actually are, new parents may fear they are retarded.

Carlin also voiced fear that because the children were evacuated suddenly, they may not have received proper immunizations. Dr. Alex Stalcup, director of emergency pediatric services for the orphans' airlift effort and a member of the UC medical staff, says that problem was anticipated.

"We're a holding facility. We make no attempt to immunize here," he said, speaking from the San Francisco Army Presidio Friday where an estimated 1,000 orphans have arrived. Nearly 600 additional children were expected to be diverted to Los Angeles over the weekend, probably to the Navy base at Long Beach, he disclosed.

"San Francisco is saturated," Stalcup explained in a telephone interview, as babies screamed in the background. The immunization of the orphans is being left to the adoptive family and the family's doctor.

Stalcup said the Communicable Disease Center in Atlanta and state and city health departments have been alerted regarding diseases that might be expected. Written articles are going to the medical press in an effort to reach family doctors, and new parents are being given careful instructions about their child's physical health.

"We think we're very much on top of the problem of infectious disease," Stalcup said.

Carlin said the South Vietnamese government has been reluctant to let children be adopted abroad because some northern European parents who sought and received Vietnamese orphans "didn't realize what they were getting into."

"When the novelty wore off, they sent the children back."

Some of these unfortunate youngsters wound up in mental hospitals because they could not make a cultural adjustment twice, she added.

"My main concern is that the parents let the children have time to adjust to American customs gradually," she said. "Let THEM choose when to sit in chairs and when to use silverware."

"They will, when they see other kids doing it. My point is just let them do it gradually."

Above all, she suggests that the child retain his or her Vietnamese name and that American parents ask some Vietnamese person to teach them how to pronounce the name correctly. Each vowel has at least five tones and all signify something different, she said.

"A child's name should be said correctly. That's all he has left of his identity."

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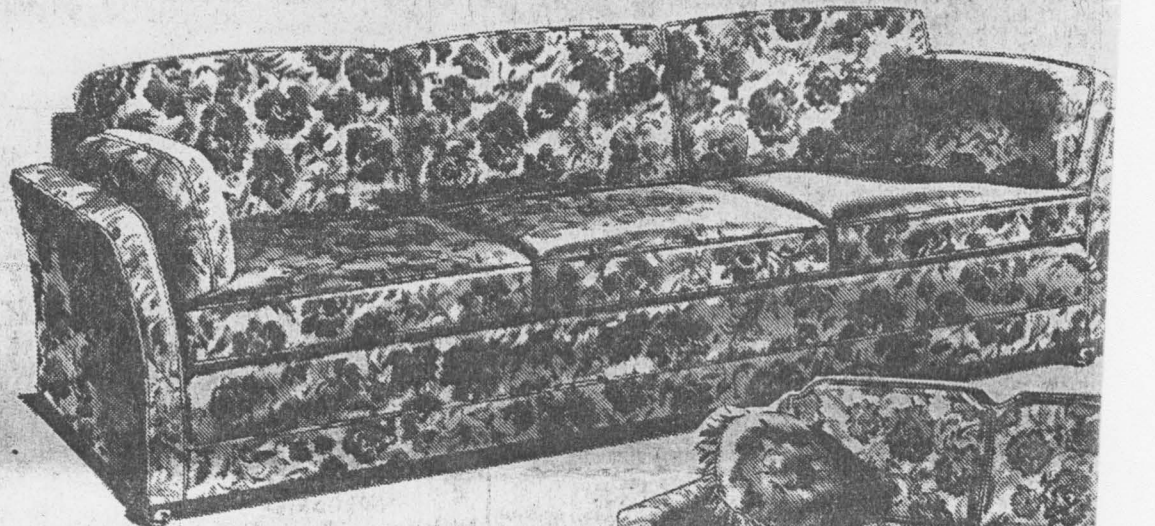
ANNIVERSARY

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Approval of Pact Ends Munitions Plant Strike

From a Times Staff Writer

MODESTO—A month-long strike which closed the Norris Industries munitions plant at nearby Riverbank was ended Friday when workers voted, 283 to 149, to accept a new three-year contract.

A spokesman for the International Assn. of Machinists and Aerospace Workers said the pact provides for the plant's first pension plan, a 20% wage increase and other benefits, costing the company about \$2,275,000 over the three years.

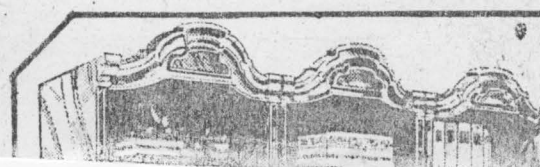
The plant manufactures bombs, shell casings and other ammunition for the federal government under contract.

Gershwin Recovering From Surgery After Fall in Home

Songwriter Ira Gershwin, 78, was in satisfactory condition Friday at UCLA Medical Center where he underwent surgery to stop internal bleeding caused by a fractured rib.

Gershwin, brother of the late composer George Gershwin, suffered several fractured ribs in a fall in his Beverly Hills home, a spokesman said. One of the ribs pierced the lining of his lung, making surgery necessary.

Window-Rattling Earthquake Hits Oxnard-Camarillo Area



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Abduction Charged In Babylift Suit

Many of the children flown here from Vietnam are not actually orphans and were abducted" against their will, a lawsuit filed in U.S. District Court here charged yesterday.

Muoi McConnell, a Vietnamese nurse, asked the federal courts to hold up all adoptions until a search has been made by a "neutral international agency" to discover if parents or other relatives are still alive, and if so, to return the children to Vietnam.

She is the guardian of Nguyen Da Tuyen, 7; his brother, Nguyen Da Yen, 6, and their sister, Nguyen Da Vuong, 3.

"No efforts, let alone adequate ones, were made to reunite them with their parents before bringing them here," the suit charged.

Named by Oakland attor-

neys Dennis Roberts and Neil Gotanda as defendants were Secretary of State Henry Kissinger, Secretary of Defense James Schlesinger, Attorney General Edward Levi, Colonel Robert V. Kane, commanding officer of the PXesidio, Colonel Jasper Horn, director of the babylift, and Mario Obledo, California's secretary of health and welfare.

The suit claimed the "real purpose" behind the babylift was "to provide a cover for U.S. military intervention."

Many children were removed from Vietnam "to prevent their being raised under a form of government of which defendants disapprove, and to impose upon them defendants' culture and government which are alien to their own," the suit said.

San Francisco

4-30-75

'On a guilt trip'

Chicago Tribune

WASHINGTON — The group of congressmen, eager to expand the airlift of Vietnamese orphans to the United States and anxious to hear from a Vietnamese spokesman, grew silent when a slight Vietnamese woman in her 20s stood up to speak.

"You're all on a guilt trip," said Nguyen Thi Ngoc Thoa in a calm voice. "Where were you two years ago?"

Ngoc's statement helped to spoil a Capitol Hill rally called by Rep. Paul Tsongas, D-Mass., to push increased "babylifts" to the United States. But she was not alone in her criticism.

A black woman wanted to know why black Americans weren't adopting children of mixed black and Vietnamese parentage.

Miss Ngoc said many children in Vietnamese orphanages were put there by their parents for protection or were separated from their parents who are now in refugee camps.

"Many of these children are foster-care children, and foster mothers cry over the loss of their children when you take them away just as real mothers do," she said.

Miss Ngoc, who accompanied a group of orphans to the United States from Da Nang in 1968 and now works for a relief organization, said Americans should supply the money to help the children remain in Vietnam.

And, she asked, why is there suddenly such an interest in the children of American fathers and Vietnamese mothers? Until the recent near fall of the South Vietnamese government, 80 to 90 per cent of the Vietnamese children adopted here were pure Vietnamese. The Amerasian children were adopted by Europeans.

Tsongas, a freshman Congressman who had called the meeting and who had been rebuffed by the State Department when he asked them to send a representative, appeared annoyed.

The Boston area residents he invited to Washington with their newly adopted Vietnamese children clearly did not like what they heard. They did not like to be told they were acting out of guilt or out of selfish concern for children already promised them.

"If we don't act now, those children are going to die," said Mrs. Mary Alice Williams, who has adopted an Amerasian child from Vietnam.

Tsongas said he plans to seek support among fellow congressmen for a letter to be sent to President Ford urging that the airlift of orphans be intensified. If the administration fails to respond, he said, he would push for legislation seeking to bring all 18,000 orphans here.

Agencies protest babylift

OAKLAND, Calif. (UPI) — The California Association of Adoption Agencies Saturday strongly criticized the babylifting of Vietnamese orphans to the United States.

The California group said there was no need to bring the children to this country because Vietnamese do not want to lose their children and are capable of caring for them. The Vietnamese, it was stated, care for children through extended families and have a strong sense of family obligation.

Instead of bringing a relatively small number of orphans to the U.S., the California group urged the federal government to give at least \$1 billion to assist international organizations in relocating children within Vietnam and their own culture.

The government, the group said, should now provide money for post-adoptive services to those Vietnamese children already in this country.

The group said the nation should "demonstrate responsibility for our own children who are free for adoption and waiting for families.

"There are 600 of these children in California alone who are just like the Vietnamese children. They are older, handicapped or of mixed racial background. How must they feel about this outpouring of concern for children of Southeast Asia?"

The group endorsed a view expressed early this month by Joseph H. Red, executive director of the Child Welfare League of America.



ALL QUIET—A volunteer baby sitter holds an infant and keeps watch on other Vietnamese orphans sleeping on floor of a gymnasium in San Francisco's Presidio, where the arriving youngsters are processed. AP Wirephoto

Influx of South Vietnamese Waifs Stirs Concern for American Orphans

BY GREG WASKUL
Times Staff Writer

While plans are being made to bring as many as 25,000 South Vietnamese orphans to the United States for adoption, 50,000 black, Anglo and Mexican-American school-age children are living in orphanages and foster homes across the nation, waiting and hoping for adoption.

Legislation has been introduced in Congress that would allow 25,000 South Vietnamese orphans to become American citizens overnight if adoptive parents can be found for them.

But opponents of the massive airlift program which is bringing a stream of orphans to this country claim that the program is not in the best interests of the orphans involved.

Adoption agencies throughout the nation are being swamped with calls from persons who want South Vietnamese orphans.

However, the American Friends Service Committee (AFSC), a Quaker service group, stated that the airlifts violate the cultural traditions of the Vietnamese.

"The Vietnamese practice is for children who have lost one or both parents to be cared for by relatives or close friends," AFSC Executive Secretary Arthur Mack said.

Mack said the war has forced many poor Vietnamese and single mothers to place their children in orphanages to save them from starvation. He said the "orphans" are then airlifted to the United States without the consent of their parents. "Even if parents do consent, it is a tragedy," he said.

"Putting massive funds into feeding these kids and keeping them with their friends and relatives is a better solution than bringing them here," AFSC Indochina Secretary Dot Weller said.

"We think only two types of children should be flown out of South Vietnam—children of a mixed GI heritage, or those who are physically handicapped and have no chance of survival in South Vietnam.

"Our position makes us come across as real heavies," she said. "We're trying to do what is best for the Vietnamese child. We think that America might not be the best place for these children to grow up. Not only do they need an extended family, but children are needed for economic reasons on the farms of Vietnam as well."

U.S. Sen. Robert Packwood (R-Ore.) disagreed. "I'm chilled to think what

the Viet Cong will do to these children, some of whom are obviously of mixed blood," he said. "These children are innocent victims of a tragic war. They are a part of our involvement there and we are partly responsible for them."

Packwood introduced two bills in the Senate Monday that would grant immediate citizenship to Vietnamese orphans upon adoption and allow adoption of all Vietnamese orphans who had one parent who was an American citizen at the time of the child's birth.

The number of "Amerasian" children in South Vietnam has been put at approximately 25,000. All would be eligible for American citizenship under the Packwood bill.

"These orphans are utterly helpless. They have no one to fight for them and no future to speak of," Packwood said.

Besides causing problems for adoption agencies by their sheer number, there is increasing speculation regarding the long-range effects of the massive arrival of South Vietnamese orphans.

"I don't think any adoption agency in the state would like to see families that are available for American children drained off to adopt children from another country. But when they start bringing in these kids, the situation changes," said Marcia Gedanken, state Department of Health Adoption Services Section district supervisor.

"Some people who would normally take California kids have take South Vietnamese children," she said. "One of the reasons is that they can probably adopt a young Vietnamese child," whereas only older children are available in California.

"People are motivated to adopt the Vietnamese children by a sudden surge of emotion or pity. We have to make sure that their real motivation is strong enough to sustain them for the next 20 years," she said. "With all of our intense feelings about Vietnam, some people will rush to adopt a Vietnamese orphan when they really don't understand the full ramifications of their actions."

However, South Vietnamese orphans also have kindled interest in adoption that has not been present for years. "Our hope is that out of response to Vietnamese children, many families will become a reservoir for the adoption of American children la-

ter on," Children's Home Society of America spokeswoman Charlotte De Armand said.

"We try to share with all families the need for adopting American children, but right now most families want a Vietnamese orphan. With most American orphans already of school age, many families shy away in favor of a younger foreign child," she said.

"But many who are responding to the needs of the Vietnamese children are unaware of the problems they may have later on. The best parents for these orphans are those who have parented their own children—people who have had the experience of raising a child," she said.

One reason for the interest in Vietnamese children is that persons must wait between 3 and 5 years to adopt an American infant, but Vietnamese babies are available immediately.

Many experts thought the South Vietnamese adoption rush would have a detrimental effect on the adoption picture for American children, but a spokeswoman for the Los Angeles County Adoptions Department said the airlifts were a positive factor.

"It definitely will help our adoption system in Los Angeles," she said. "I think many people who have only recently begun to think about adoption will seriously consider taking an American child if we cannot accommodate them with the Vietnamese child they want."

But De Armand said another major problem with the South Vietnamese orphans is that they will compete with American children for adoption by the same select group of families.

"These are special families," she said. "They can give openly to a child that has been emotionally neglected and emotionally abused. The only reason a Vietnamese child or older American child is available is that something has gone wrong. He has already been betrayed."

A further complication for older American children is that they have often been through dozens of foster homes. This makes it even more difficult on adoptive families. "After the initial honeymoon period, these children begin testing their new family. The family can expect to go a year or two without love or response from the child," De Armand said.

"If they can get through that peri-

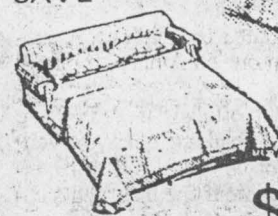
Please Turn to Page 23, Col. 1

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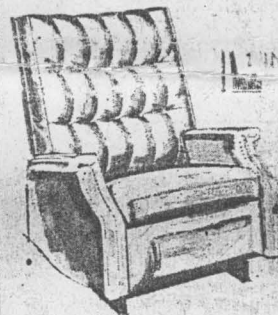
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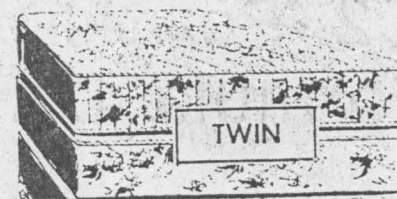


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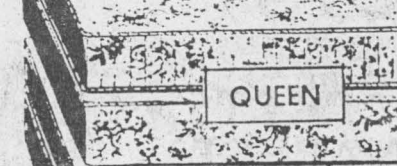


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AMERICAN ORPHANS

Continued from 22nd Page

od, they will most likely be happy with their adoptive parents. But when you are dealing with children such as these who already have an identity, you need to give them a feeling of trust and belonging before they respond. Few families have the patience to put up with a year or more of trying with no success," she said.

South Vietnamese children are technically called orphans when the mother gives them up. Skeptics claim this is raising the number of Vietnamese orphans to an artificially high level. "For economic reasons, many mothers have been giving their children up to orphanages," Weller

said. "Are these orphans? I say not."

With the decreasing birthrate and increasing number of families who want to adopt children, there are no longer enough young orphans to meet the demand.

Yet there are thousands of black, Mexican-American and physically or mentally handicapped children living in foster homes and orphanages across America because adoptive parents cannot be found.

Some persons claim the Vietnamese orphans will drain off the entire surplus of willing families who adopt minority and handicapped children every year, leaving even more of these youngsters without adoptive parents.

Top Oregon Officials Anonymous, Even to Nearest and Dearest

SALEM Ore. (AP)—Gov. Robert Straub greeted delegates to the YMCA youth legislature Friday by saying, "There are nicer ways to start the day than to read in the morning paper that 22% of the people in the state don't know who I am."

The figure was from a survey commissioned by a newspaper and released this week.

"I guess it could be worse," Straub said, adding that only 11% of those surveyed knew his friend, Jim Redden, the state treasurer.

"I saw Mrs. Redden in the hallway yesterday and I said, 'Gosh, Joan, I really can't believe what that survey said about Jim's identity problem.'"

"And she said, 'Jim who?'"

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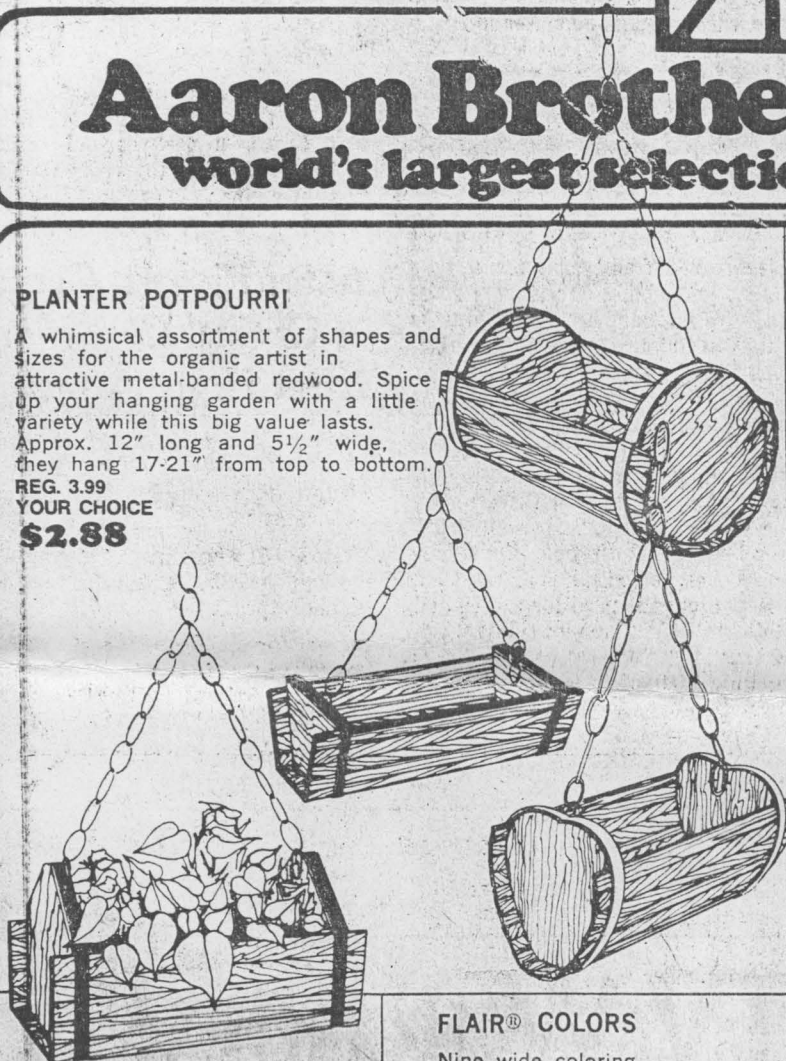
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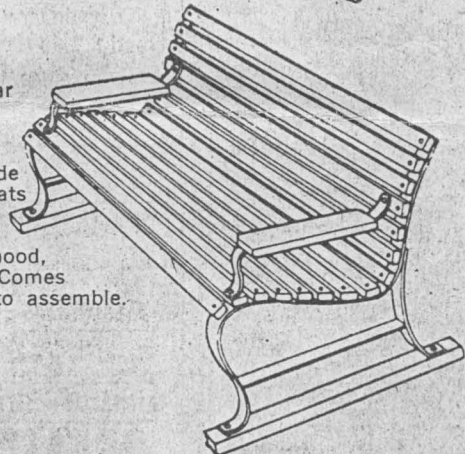
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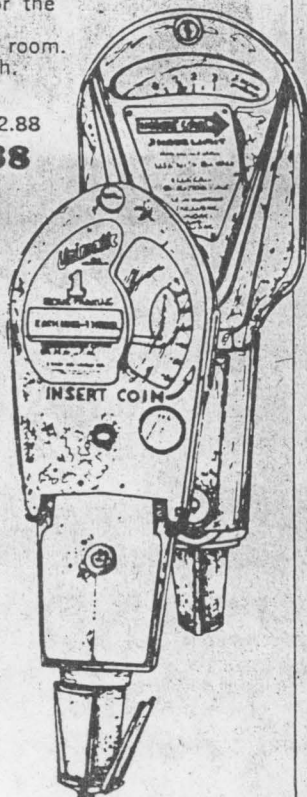
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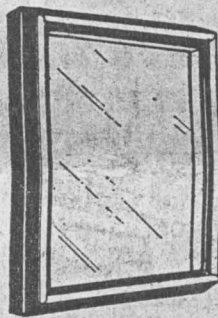
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9x12	10.95	6.69	20x30	22.95	14.88
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April 10, 1975

OPINION

San Fr

The Viet orphan controversy

THE EMERGENCY AIRLIFT of several hundred Vietnamese orphans to the United States has not only touched millions of Americans emotionally, it has also stirred controversy including anger and bitterness. Much of the latter has been ill-founded and unnecessary.

Many people seem to have the notion that these children were almost literally snatched off the streets of Saigon and rushed aboard American-bound planes to save them from on-rushing Communist hordes.

ON THE CONTRARY, virtually all of the children were long ago adopted by American foster parents through the orderly processes of American service agencies in the U.S. and in South Vietnam. The children were being cared for in regulated, American-operated orphanages in the Saigon area.

Had the South Vietnamese army continued to stand off its foe, the children would have been brought to the U.S. in small groups or individually from time to time, virtually unnoticed. The unexpected collapse of the South Vietnamese resistance changed all that, resulting in the telescoping of schedules and rapid airlifting of the orphans in large numbers under highly emotional and newsworthy circumstances.

THIS FACTUAL BACKGROUND largely invalidates the charge by some Vietnamese that the orphanage airlift is a guilt trip for Americans, and a similar charge by a group of Bay Area theologians that the whole business is an immoral effort to salve American consciences.

The American couples who sought and adopted these children long before the South Vietnamese military collapse are a special breed of compassionate people. They are not trying to expiate any real or imaginary sins of their own or anybody else.

THERE'S A MEASURE of validity to the assertion, made by the theologians among others, that the orphans would be better off reared in their own ethnic cultures, even under communism, than they will be in the alien American culture. But the point is debatable and certainly

has been ill-founded and unnecessary.

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THERE'S A MEASURE of validity to the assertion, made by the theologians among others, that the orphans would be better off reared in their own ethnic cultures, even under communism, than they will be in the alien American culture. But the point is debatable, and certainly doesn't apply to the many orphans whose fathers were of the American military. Asian cultures are not kind to mixed bloods.

Those who criticize American motives should note that orphans were airlifted on a similar emergency basis to England and Canada, which were never in the war, and to Australia, which played only a minor war role. The critics, in their pointless search for base motives, seem to have forgotten the simple fact that helpless babies wring human hearts everywhere.

April 9, 1975



AN ORPHAN HOLDS A MYSTERY GIFT—IT'S IN THE BOX
One of the orphans who found warm hearts waiting for her at the Presidio
—Examiner photo by Bob Palmer

Furor over orphans

April 9, 1975

By RICHARD FLASTE
New York Times Service

NEW YORK — The airlift of children from South Vietnam, begun last week with a sense of urgency and compassion, has left in its wake bitter argument over whether taking children from their homeland is an appropriate or necessary way to deal with a crisis.

Those who have always opposed foreign adoption because they see it depleting nations of their children are angrier than ever. At the same time, some who might defend foreign adoption under other circumstances are saddened and perplexed by what they describe as waste and disorganization in this operation.

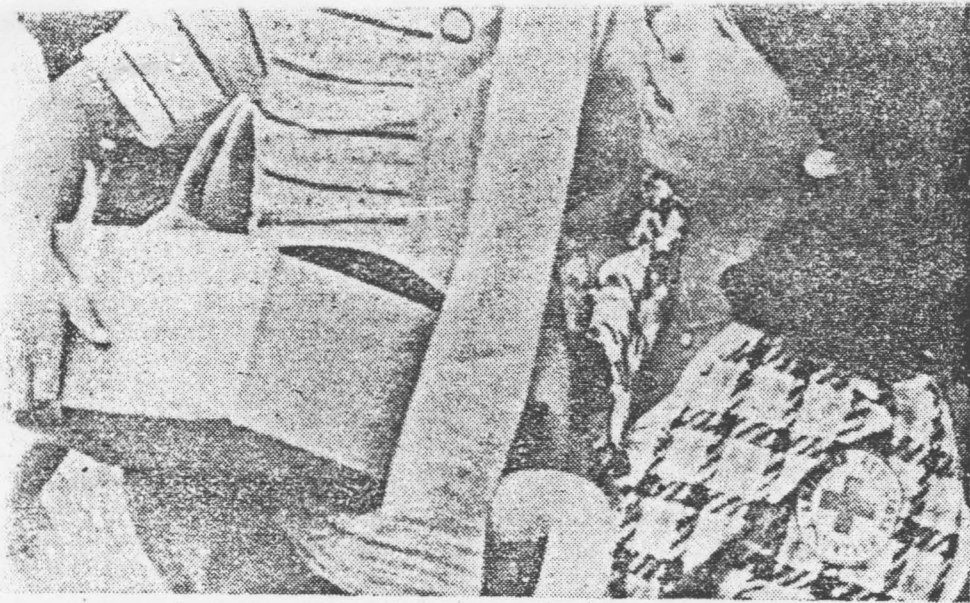
Some of the most impassioned opposition has come from a number of Vietnamese in the United States. For instance, Pham Thanh, an 18-year-old high school student in Berkeley, Calif., brought to this country after he was wounded, is deeply insulted by the airlift.

"Vietnamese love their children," he said, "and will take care of them no matter who is in power next." The youth, who hopes to return after the war "to help in the rebuilding," said the airlift was "robbing his country."

A number of theologians, too, have expressed outrage. George W. Webber, an antiwar activist who heads the New York Theological Seminary, said he was "infuriated by the airlift."

"The idea that it's to save children's lives angers me," he said. "It's the desire of families in this country who want children badly that has led to the airlift—not the likely death of the children, because that's unlikely." He, like other crit-

A spokesman for the Holt Adoption program of Eugene, Ore., which as of Monday had been responsible for 400 of the nearly 2,000 children sent here and which hoped to bring over at least 40 more, said: "We don't rush into these things. We have a staff of 100 in Saigon who've been working with these chil-



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"We don't rush into these things. We have a staff of 100 in Saigon who've been working with these children, preparing them. In the United States we have screened prospective adoptive parents."

When a child has a parent still living, she said, "We know the best thing is for the mother to care for the child." But the war had made that impossible in some cases, the spokesman explained, and made even traditional reliance on extended families difficult.

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"The idea that it's to save children's lives angers me," he said. "It's the desire of families in this country who want children badly that has led to the airlift—not the likely death of the children, because that's unlikely." He, like other critics, believes that the children in orphanages are actually safer than many homeless refugees.

The questions at issue include these: Is foreign adoption the best alternative for these children? If it is most desirable, should still others be brought here? Was the airlift begun only in the children's best interest, or did it involve other, perhaps less admirable, motives?

'American arrogance' in Babylift

By Bob Greene
Chicago Sun-Times

The so-called Operation Babylift out of Vietnam is being hailed as a wonderful and noble gesture on the part of the United States. It is not. Instead, it is an appalling continuation of the overwhelming American arrogance that has made Vietnam a tragedy for our country from the day we arrived there.

It is easy to get good press when you can use babies as props. But before this goes too far, it is time to stop and admit the real thinking that lies behind the taking of babies out of Asia: the theory that the American way of life is the only good way of life, and that we are doing the Vietnamese a favor by allowing them to try to be like us.

We went over there to win hearts and minds. We failed miserably. Now it seems that every person in Southeast Asia who is old enough to talk is busy proclaiming hatred for the United States. So what do we do? Still refusing to learn, we start grabbing the only Asians who are too young to talk back to us, and we bring them over here and announce plans to make them American citizens.

We are not merely taking the babies to a safe zone until the threat of bombing is over. We are picking them up out of their homeland, and flying them half-way around the world to our own country, where we have determined that their new home should be.

It is a very easy and con-

65

Asian babies out of Asia, but our own country protested, and so the flights were resumed. Will no one stop to ask what right we have to be doing this? Will no one stop to wonder how we are so sure that a Vietnamese child will be happier growing up in Illinois or Alabama than in Vietnam.

The news film has shown Vietnamese foster mothers weeping as planeloads of the babies lift off from Saigon. Can anyone blame the foster mothers? Our country is still so smugly confident that it knows best, that it has all of the answers to the mysteries of life in Southeast Asia.

We have been proven wrong again and again and again, and yet we will now blame the Vietnamese if they declare Operation Babylift to be nothing more than a kidnaping.

It is not our right to determine that the Vietnamese children will be happier as Americans.

The unspoken thought behind the taking of the children from their homeland is that we are saving them from a life growing up under communism. But are we so certain that a Vietnamese child will be less able to adjust to a North Vietnamese government than to a foreign life in the United States?

The war is a civil war, and there is no reason to believe that, in its aftermath, North Vietnamese soldiers would do purposeful harm to Vietnamese infants. My Lai was an American atrocity, not a Communist atrocity.

But we will not listen, of course. Instead we will bring planeload after planeload of Vietnamese children to the United States. They

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It is a very easy and convenient way to alleviate American guilt over what has happened in Vietnam. To show an American President cradling a Vietnamese baby in his arms is to comfort a nation. But where was the concern for Asian infants when we were conducting saturation drops of fragment bombs all over the Vietnamese countryside? Where was the concern for Asian infants when we were dropping napalm as a matter of course?

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But we will not listen, of course. Instead we will bring planeload after planeload of Vietnamese children to the United States. They will be here because they are the final chapter of an American blindness, and an American shame that we still will not admit is real.

The TV crews hang on, until time runs out

By KAY GARDELLA
Globe-Democrat New York News Service

NEW YORK — As provinces and cities fall daily to the North Vietnamese, the question arises: When will our television set go black? When will the news correspondents, cameramen and technicians be pulled out of the line of fire and flown to safety? When will the reams of film footage come to a halt?

"We don't know yet," said Dick Fischer, vice president of operations for NBC News. "So far we are leaving the final decisions up to our men stationed there. Our network alone has seven American men in Phnom Penh — a bureau manager, two film crews and two correspondents — a total of nine American men in Saigon. We're sending John Hart and Ed Touhy in and bringing Jack Reynolds back, plus six men in Hong Kong to handle the satellite feed.

"SO FAR THE SAIGON airport has been protected by the South Vietnamese forces and film can be flown out of there to Hong Kong or Bangkok, about a 2½-hour plane trip, and then satellite back to the states.

"But what we've told our men is to use their judgment. As far as we're concerned money is no object in getting them out once the decision is made. The three networks and two news services have a chartered plane standing by. We'd rent anything that flies to evacuate our personnel."

A network's obligation is not just to American personnel. NBC alone has been using Chinese, Japanese, Vietnamese and

Koreans in their news gathering operation.

Actually the men have little protection. Dan Oliver, one NBC correspondent, caught the last plane out of Nha Trang. As he did he was spat on by one South Vietnamese and called "dirty American." And, according to Fischer, there has been a "total lack of communication from the Saigon government."

FISCHER SAID NBC was hoping a coalition government would be formed and that the newsmen would be able to reach some agreement with them in terms of being allowed to remain. Meanwhile, an application has been sent to the North Vietnamese through Paris, where they have an embassy, requesting that newsmen be allowed to follow them down from the North to show what is happening.

"It's been done in the past," Fischer said. "At the time of the truce agreement we were allowed to film. But things are so confusing right now and I understand the North Vietnamese's quick victory has taken even them by surprise. Politically, and in terms of propaganda, they're not ready to take people in."

The real problem facing all three networks is a military takeover. If they're faced with the problem of dealing directly with the military and not a coalition government "it will be utter chaos," Fischer said.

More than likely, that's when our sets will go black.

Hanoi displays

Agence France-Presse

HANOI — South Vietnamese soldiers in Da Nang, now under Communist control, have found a new way to surrender — they stick their hands in their pockets rather than raise them above their heads.

Pictures of long lines of Saigon government troops slouching into captivity were featured in page after page of photographs published in three North Vietnamese newspapers Thursday.

The pictures told far more than the captions printed beneath them. Some showed girls in bright-colored dresses threading their way on motor scooters through columns of

advancing tanks. Not all armor was of Soviet or Chinese origin. There were pictures of captured American-made M-48 tanks festooned with clusters of Communist soldiers as well as American Jeeps being driven by Viet Cong soldiers with a dozen children aboard each vehicle.

Coalition Running Da Nang?

New York Times News Service

SAIGON — Communist forces in Da Nang have announced that the city is being governed by a coalition, rather than by the Viet Cong, a South Vietnamese intelligence official said last night.

The officer said that for about one hour yesterday, Da Nang radio could be heard broadcasting before the Saigon government began jamming.

Da Nang radio reportedly described life in the city, asserting that it had returned to normal, and asking the population to remain calm.

The defense of Da Nang collapsed Sunday, and the North Vietnamese army moved immediately into the city with no fighting reported anywhere.

The Communist-controlled transmitter said that throughout the city houses were flying three flags — one large, central flag representing the "National Force of Reconciliation and Concord," flanked by smaller flags representing the Viet Cong (Provisional Revolutionary Government) and the Saigon government.

THE NATIONAL Force of Reconciliation and Concord is a Saigon political group dominated by the An Quang Pagoda faction of Buddhists.

It is headed by Vu Van Mau, a Buddhist politician, who served as foreign minister under the late South Vietnamese President Ngo Dinh Diem.

The administrator of Da Nang radio reportedly was unable to escape the city when the end came. But the intelligence informant said that he later managed to convey a message from the city saying he was "alive and well and now working with the comrades."

There has been speculation here, based on reports from Western news agen-

cies with correspondents based in Hanoi, that Communist forces may not intend to take Saigon by force of arms. Instead, it is theorized, a Buddhist-dominated political coalition might be created here, in which the Viet Cong would have a part.

IN SUCH A WAY, the Communists might escape some of the onus attached to military aggression and the direct overthrow of the Saigon government.

Washington Star-News
April 2, 1975

Thieu Is Forming New S. Viet Cabinet

SAIGON — (UPI) — President Nguyen Van Thieu ordered formation of a new government Friday to fight the Communists. He said the United States must honor its pledges of aid to South Vietnam or Americans would earn "the label of traitors."



THIEU said something for the people of South Vietnam to keep from earning the label of traitors. Thieu said in a speech to his nation — a nation rapidly succumbing to Communist armed might.

At another point in his hour-long

address that broke a two-week silence on the massive Communist gains, he said, "We now need to see whether America will meet its commitments to South Vietnam."

THIEU SAID he could not accept a coalition with the Communists.

He said that in an effort to rebuild morale and fighting spirit among the South Vietnamese, he had accepted the resignation of Prime Minister Tran Thien Khiem and his Cabinet.

Nguyen Ba Can, chairman of the National Assembly since 1972, had agreed to become prime minister and form a new government, he said. Can is regarded by Saigon politicians as right wing and a supporter of Thieu.

In Paris, the Viet Cong's Provisional Revolutionary Government condemned the Saigon government

Turn to Page 14A Col. 4

Saigon cabinet quits; Thieu calls for war government

4-5-75

By Associated Press

SAIGON — Faced with heightened uncertainty and crisis, South Vietnam's premier and cabinet resigned Friday and President Nguyen Van Thieu ordered formation of a "war government, one that will not ask to surrender to the Communists."

Thieu resisted continuing demands that he step down to open the way for a political grouping that might deal with the Communist side in an effort to reach a negotiated settlement of the war. The Viet Cong have repeatedly declared they will not negotiate with a government headed by Thieu.

The political developments came on the second day of relative quiet on the military scene. But it was a tense lull that only increased fears of what the next move might be by powerful Communist-led forces that have taken swift control of three-fourths of the country in a month-long offensive.

Reports from Washington quoted U.S. intelligence sources there as saying the North Vietnamese command was sending more than 1,000 fresh troops a day into the south in an apparent buildup for a final blow.

Mr. Schlesinger endorsed the estimate that, in the retreat from the north, Saigon's forces had lost upward of \$1-billion in military equipment, including several hundred airplanes and helicopters. Many of the aircraft, he pointed out, were not in flying condition for lack of spare parts and maintenance.

'Little Major Fighting'

The Defense Secretary suggested that it was erroneous to describe North Vietnam's military actions thus far as "an offensive." Noting that there had been "relatively little major fighting" thus far, he said that it had been the broad withdrawals of the South Vietnamese forces, which at one point he described as "a near debacle," that had created openings for the North Vietnamese forces.

NY Times 4/3/75

It Is Finished

"I can only tell you my emotional reaction, getting into that country. If I could have found the military or State Department leader who has been the architect of this policy, my instinct would be to string him up. . . . What they have done to the country is greater evil than we have done to any country in the world."

—Representative Paul McCloskey, testifying after his recent visit to Cambodia.

By Anthony Lewis

BOSTON, April 2—The images from Indochina assail us with their misery and horror. The ones from Phnom Penh are in a way the hardest to bear: Those children are starving because of an American blunder—recent, utterly avoidable and prolonged in the teeth of reason.

The American intervention in Vietnam may be explained in terms of the assumptions of another era. For Cambodia there is no excuse. It was wanton cruelty, reckless and useless.

Unlike Vietnam, it is relatively easy to trace the American involvement in Cambodia. The crucial decisions were made in 1970 by Richard Nixon, with the advice and support of Henry Kissinger. They led inexorably, predictably, to tragedy—death and destruction for Cambodia, moral and political disaster for the United States.

Until 1970 Prince Sihanouk had kept Cambodia relatively peaceful by an intricate neutralist game. He turned a blind eye to Vietnamese Communist use of his eastern provinces, then to American bombing of those areas. His policy was untidy, but it worked.

The idea of invading Cambodia had occasionally come up in the Pentagon, but it was never taken seriously. At one meeting in the 1960's the chairman of the Joint Chiefs, Gen. Earle Wheeler, said: "Why the hell does Westy [Gen. William Westmoreland, U. S. Commander in Vietnam] need more battlefields to fight on?"

Then, in March 1970, Lon Nol took over in a coup. He abandoned neutralism, announcing that he would attack the Vietnamese Communist forces, and there was a slaughter of Vietnamese civilian residents around Phnom Penh. Not surprisingly, the North Vietnamese began moving on Lon Nol's weak army.

In this situation Mr. Nixon and Mr. Kissinger revived the old idea of an American invasion. They overrode doubts within the Administration, from, among others, Secretary of Defense Laird and Secretary of State Rogers. Mr. Kissinger accused one

doubter of showing "the cowardice of the Eastern Establishment."

Five members of Mr. Kissinger's own staff warned that a Cambodian operation would enlarge the war without benefit to the U. S. Three resigned: Anthony Lake, Roger Morris, William Watts. They went quietly because, as Mr. Lake explained recently, "We were very concerned about damaging Kissinger. Then they put a tap on my telephone, which shows how much they were impressed by our scruples."

Mr. Nixon told the world it would be only a brief and limited "incursion," to clean out the Communist areas. Mr. Kissinger said the same thing to the White House staff. William Safire's book, "Before the Fall," describes a meeting at which the staff was given a National Security Council paper saying, "This is not a long-term 'quick-sand' operation that would lead to a new 'Vietnam situation' in Cambodia."

But it did. Mr. Nixon and Mr. Kissinger, having said they would not intervene on Lon Nol's behalf in the Cambodian dispute, soon did just that.

ABROAD AT HOME

Before long B-52's were bombing all of Cambodia. In five years, the United States sent \$2 billion in aid to Lon Nol.

The results were exactly as the dissenters on the Kissinger staff had predicted: a wider war, increasing Cambodian opposition to Lon Nol, destruction of the countryside, finally a Communist instead of a neutralist Cambodia.

The end has been inevitable for a long time, but the Administration preferred to have the Cambodians go on starving and dying rather than admit the bankruptcy of its policy. It kept the war going with the tattered argument that more military aid would somehow lead to peace.

Now that Lon Nol has left, the United States could still help toward a humane transition. Most important, we should offer to continue our flights of food and medicine wherever rules in Phnom Penh, and ask Sihanouk's cooperation. We should do that for our sake as well as the desperate Cambodians. But there can be no easy expiation for one of the most terrible episodes in the history of American foreign policy.

What Richard Nixon and Henry Kissinger did cannot be undone or forgotten. All we can do is try to make certain that American leaders are never again able to make such decisions on their own, in secret, against advice—and then persist for years in a futile and destructive policy.

The Evening Bulletin Thursday, April 3, 1975

Vietnam Not Blitzed

Coastal Drive Merely Shifted Forces



Bulletin Wire Services

Washington — The image has been created in many minds of a blitz of Communist tank columns racing Highway 1 from Da Nang to Qui Nhon to Nha Trang and other coastal areas.

This impression is erroneous.

Activity

Activities have not permitted such movements. What has been happening is a shift of activity of Provisional Revolutionary Government units — both North Vietnamese and Viet Cong forces — which have long been in the area.

All North Vietnamese units in Binh Dinh Province along the north-central coast, for instance, moved to coastal positions there. One division hit one of the airborne brigades near Trang and was able to capture that city.

A string of collapses was followed by a psychological reaction by local PRG

U.S. Asia Experts Asked Ban on More Arms Aid

One hundred and thirty specialists on Southeast Asia, at the annual meeting of the Association for Asian Studies in San Francisco in March, petitioned Congress not to appropriate additional funds to support continuing warfare in Cambodia and South Vietnam.

R. William Liddle, an associate professor at Ohio State University in Columbus, reported the action yesterday. He said the petition was sent to Senator John J. Sparkman, chairman of the Foreign Relations Committee, and to Representative Thomas E. Morgan, chairman of the House Foreign Affairs Committee.

The petition said that the conflicts in the two Asian countries "were generated indigenously, are long standing and can only be resolved by the peoples themselves," and that "continued American support will only prolong the fighting and the attendant human suffering."

NY Times 4/3/75

PEACE-TALK OFFER

Thieu's Aides in Paris Seek Parley With a New Regime

By FLORA LEWIS

Special to The New York Times

PARIS, April 2—Vietcong officials issued a series of statements here today calling for an uprising against the Saigon Government of President Nguyen Van Thieu and a negotiated end of the fighting.

Nguyen Thi Binh, the Vietcong Foreign Minister who negotiated the Paris agreements on Vietnam in 1973, was back here for the first time, smiling and eyes alight. She said in an airport statement that the Vietcong were prepared to start talks immediately with a new Saigon Government.

While the Vietcong side, which calls itself the Provisional Revolutionary Government of South Vietnam, has called for an alternative government in Saigon in the past, the timing of today's announcement was significant because of the current pressure on President Thieu to step down.

Seven-Point Statement

One of the Vietcong statements distributed here was a seven-point policy declaration calling on all South Vietnamese to join the Vietcong cause. While the statement made no threats against those who refused to join, neither did it offer a general amnesty similar to one proposed by the Cambodian insurgents.

Dinh Ba Thi, the chief Vietcong delegate here, said in answer to a question that members of the "third force" were being given positions of responsibility in areas taken over in the current drive. "Third force" is the term given to those who are neither Communists nor supporters of the Thieu Government.

Both Mr. Thi and Mrs. Binh, the Foreign Minister, said Vietcong policy was to put the 1973 Paris cease-fire accord into effect. Article 12 of the agreement called for talks between Saigon and the Vietcong to establish a National Council of National Reconciliation and Concord, consisting of Vietcong, Saigon and third-force delegates in three equal segments.

Earlier today, in Algiers, Mrs. Binh said, "We understand that General Minh is ready to negotiate for peace and we are ready to talk with him." Gen. Duong Van Minh, known to Americans as "Big Minh," is a political opponent of President

Thieu.

Neither Mrs. Binh nor Mr. Thi was willing to answer questions about whether Communist forces intended to storm Saigon.

Each time the question was put in one form or another, the answer was:

"We are obliged to use force until the United States understands that it must stop military support for the Thieu clique and interference in the affairs of South Vietnam, and gives full application to the Paris accords."

Mr. Thi gave a news conference a few hours before Mrs. Binh's arrival. He read a statement saying that the Communist victories were the result of uprisings among the population.

Nguyen Van Phong, who heads the Saigon delegation to the dormant talks provided here under the Paris accords, was asked about the apparent readiness of the Vietcong's Provisional Revolutionary Government to negotiate with General Minh.

"The P.R.G. has no right to choose their interlocutors," Mr. Phong declared. "The parties must resume negotiations immediately and without preconditions."

Article 12 of the 1973 cease-fire agreement provided for the following procedure to bring the two South Vietnamese sides together:

"Immediately after the cease-fire, the two South Vietnamese parties shall hold consultations in a spirit of national reconciliation and concord, mutual re-

spect and mutual nonelimination to set up a National Council of National Reconciliation and Concord of three equal segments. The council shall operate on the principle of unanimity.

"The National Council of National Reconciliation and Concord will organize free and democratic general elections and decide the procedures and modalities of these general elections. The institutions for which the general elections are to be held will be agreed upon through consultations between the two South Vietnamese parties."

Almost every provision of the 1973 accord has been broken by one side or the other, except for the withdrawal of American troops and the return of American prisoners.

Mr. Thi, the Vietcong delegate, mentioned Da Nang as an example of public support for the Communist forces.

"A few hours after the liberation of the city at 3 P.M. on March 29, water and electricity services were functioning again, living conditions were rapidly normalized, order and security were re-established," he said. "And you know the state of anarchy that reigned in the city before its liberation."

He said there were now six million people in areas under Vietcong control who had been forced to leave by the Americans and Saigon administration or who feared punishment. Western reports on the exodus of refugees were criticized, and he denounced "the nonsense about voting with one's feet."

RECONCILIATION IS POSSIBLE

At the same time, a broadcast from the far northern coastal city of Da Nang announced that the port was being governed by a coalition, rather than by the Vietcong, a South Vietnamese intelligence official said last night.

Broadcast Asks Calm

He said the Da Nang radio could be heard here for about an hour yesterday afternoon before it was jammed by the Saigon authorities. The broadcast, the official said, described life in the city, asserting that it had returned to normal and asked the people to remain calm.

The city's defenses collapsed on Sunday and the North Vietnamese Army moved in immediately, with no fighting reported anywhere.

The Communist-controlled radio at Da Nang, the official said, reported that houses throughout the city were living in three flags—one large central

Standard representing the National Force of Reconciliation and Concord and flanking it smaller flags representing the Vietcong's Provisional Revolutionary Government and the Government of Saigon.

The National Force of Reconciliation and Concord is a Saigon political group dominated by Buddhists from the An Quong pagoda. It is headed by Senator Vu Van Mau, a Buddhist politician, who served as foreign minister under the late South Vietnamese President, Ngo Dinh Diem.

The administrator of Da Nang radio reportedly was unable to escape the city when the end came Sunday. But the intelligence informant said that he later managed somehow to convey a message from the city saying he was "alive and well and now working with the comrades."

There has been speculation

here, based on reports from Western news agencies with correspondents based in Hanoi, that Communist forces may not intend to take Saigon by force. Instead, it is theorized, a Buddhist-dominated political coalition might be created in which the Vietcong would have a role.

The Communists might then evade some of the onus attached to military aggression and the direct overthrow of the Saigon Government and its replacement with a Vietcong administration.

NY Times 4/2/75

Vietcong Report Shifts

SAIGON, South Vietnam, April 2 (AP)—The Vietcong claimed today that life had "returned to normal" in Hue, Quang Ngai and several other areas under their control and that nearly 100 Government workers and officers had joined their side.

The claim came from the Vietcong's military delegation to the Joint Military Commission at Saigon's Tan Son Nhut air base.

Maj. Phuong Nam said that in Hue the local chapter of the neutralist and predominantly Buddhist Forces for National Reconciliation continue to operate.

At Quang Ngai, he said, about 80 South Vietnamese Government officers "declared they have quit the Saigon administration to join the regional revolutionary administration."

He said that Vietcong officials in Pleiku and Kontum Provinces had distributed "dozens of tons of rice to the provinces' inhabitants," and that residents, including mountaineers, had been allowed to return to their villages.

NY Times 4/3/75

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From Fear to Joy in 25 Hours
PAGE 1

Saigon Tots Sample U.S. Delights

By Peter Arnett

OAKLAND, Calif. (AP)—Their eyes wide with wonder after a 25-hour airplane dash across the Pacific from endangered Saigon, 58 Vietnamese orphans today got their first taste of American life, playing with toys and chattering excitedly.

Four of the orphans were hospitalized, Red Cross volunteers said, but generally the young refugees were in good spirits. Some of them were transported to homes of their adoptive parents this morning.

Orphans were playing on mattresses on the floor of a gymnasium-type building at the San Francisco Presidio, an Army facility near the Golden Gate Bridge.

They were taken there after the World Airways plane carrying them landed at Oakland International Airport late last night.

"IT WAS LIKE A GIANT playground," Sgt. Ronald Renouf said. "I never saw so many happy kids in my life. Many were looking at and playing with toys they didn't even know existed. It was like out of a dream for them."

The orphans were given sponge baths, quick medical checkups, toys and a snack of bananas, apples,

rice and soy sauce after arriving at the Presidio.

Two of the four children hospitalized may have pneumonia, one became feverish and another had draining from body sores, Dr. Gary Feldman said.

When they woke up today, the children went wheeling around on tricycles, tossing rubber balls and bas-

The Plight of the Orphans. C-1

ketballs and playing with military policemen. Volunteer women cradled sleeping babies and cooed to them.

The children ranged in age from 8 months to 11 years. There was some confusion about the exact number of orphans aboard the plane, but Presidio officials said today they had received 58.

"The children looked like they fared quite well," Glenda Ganny, a Red Cross volunteer, said shortly after the children arrived.

It wasn't until 4½ hours after their arrival that Renouf was able to report that the orphans were quiet and apparently sleeping.

A presidio spokesman said the children probably

would be there about 48 hours until they are picked up by their new parents. Most of them, including some fathered by American servicemen, have already been adopted.

Also aboard the jet were a half dozen Vietnamese adults who scrambled aboard the plane at the last moment without papers.

TWO OF THE ORPHANS were left at the U.S. Air Force base at Yokota, Japan, on the advice of one of the two doctors on board the plane, Gene Hilderbrand of the Seventh-day Adventist Hospital in Saigon.

"They were malnourished and dehydrated and I didn't want to risk them on the long hop across the Pacific to the States," Hilderbrand said. "We'll leave them in Japan a couple of days."

The youngsters brought on to Oakland are the first real refugees of the Vietnam war to arrive in the United States, and U.S. Immigration officials gave all of them 90-day parole visas. The few children not already adopted were given indefinite parole visas.

The plane's captain was Ken Healy of San Leandro, Calif., who flew refugees in collapsing cities in China in the late 1940's and who says Vietnam today is worse.

Also aboard was an American contractor who heard the plane was leaving, packed and got aboard in only 15 minutes. He said he was convinced Saigon soon would fall into Communist hands.

WORLD AIRWAYS ALSO expected some problems from the Federal Aviation Administration because it broke a lot of federal regulations in carrying the orphans on a seatless cargo jet.

Healy said, "I don't care if I lose my license. It would be a cheap price to pay to bring these kids from danger to their American families."

Healy flew the last refugee flight out of Da Nang last Saturday, ignoring U.S. officials who warned him not to land there. His Boeing 727 was damaged during that rescue when South Vietnamese soldiers, angry because they couldn't get aboard, fired on the plane as it took off. But he managed to make it to Saigon. The plane also was hit by North Vietnamese fire.

Mary Fisher of Loma Linda, Calif., who was bringing back six of the orphans to their waiting adopted parents, told an FAA official who inspected the plane at its first stop in Japan, "This is the most comfortable and friendly journey I have ever been on."

THE DC-8 AND ITS CARGO of children left Saigon Airport after a day-long hassle between local authorities and World Airways officials.

One orphanage refused to send 400 children, and World Airways said the U.S. Embassy had advised the orphanage against the flight. The embassy says the orphanage pulled out on its own, because the DC-8 was heatless and not pressurized.

Actually, the plane was warm and pressurized. The only real danger was in landing, takeoffs and occasional turbulence.

Several American adult volunteers and the plane's crew sat with the babies on these occasions, and none was even bumped.

The excitement of the journey, the first outside the Saigon area for the children, meant multiple diaper changes for many of them.

"Hell, it's diaper changing time already," said World Airways vice president Charles Patterson as he carried one child on board at Saigon.

THE ORPHANS, MOST OF them from about two months old to two years old, slept soundly through the night hours of the flight. But in the sunlight of the mid-Pacific, the jet plane's cabin came alive.

Those who could walk charged up and down the length of the cabin. Those who could crawl pulled themselves up to the windows and watched the wisps of white clouds over the blue Pacific far below.

Stewardesses handed out crayons and some of the kids drew pictures of what they thought their new moms and dads would look like. Those old enough to talk chatted happily in Vietnamese about their new parents.

Adding to the picnic atmosphere of the flight was a constant food service of milk and fruit juices for the youngest children and crackers, rice, bananas and sandwiches for the older children.

The frightened little orphans who had boarded at Saigon were, by flight's end in America, a laughing, confident group.



HONOLULU, HAWAII
STAR - BULLETIN
D. 129,561 — S. 187,648
HONOLULU METROPOLITAN AREA

APR 3 1975



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Daly's Airlift Saves Orphans



AP Photo

WORLD AIRWAYS' PRESIDENT ED DALY AT SAIGON CONFERENCE
In beret and bandages, he tells of dramatic airlift of Vietnam orphans

Hundreds Still Remain Stranded in Vietnam

A World Airways DC8 jet with 57 Vietnamese orphan babies left Saigon for Oakland today, but more than 500 others who were to have made the trip to safety were held back.

Airline president Ed Daly said the South Vietnamese government had approved the evacuation of up to 700 orphans, but that the U.S. Embassy blocked their departure, claiming his plane was not safe. The embassy denied the allegation.

The plane was expected to reach Oakland about 11:45 p.m. today after refueling stops at Yokota air base in Japan and Honolulu.

World Airways headquarters in Oakland confirmed today the plane had left and said it carried 57 children and 20 adults.

The wire services said most of the babies Daly rounded up were from orphanages run by the Seventh Day Adventists and a group called World Vision.

An official at Children's Hospital Medical Center in Oakland, which had been asked by adoptive agencies Monday to provide doctors and nurses for up to 600 babies, said the hospital was preparing to care for the children airlifted today, no matter how many arrive.

Although final plans had not been made, it was expected the children would be taken from the World Airways facility at Oakland International Airport

to temporary quarters at San Francisco's Presidio.

Earlier today Daly held a bitter press conference in Saigon.

"USAID screwed us up," he declared in a news conference at Tan Son Nhut airport, referring to the U.S. Agency for International Development.

Daly's plan to fly several hundred more orphans to safety in Australia was canceled earlier because of Australian government reservations about the project. Dispatches from Canberra said Prime Minister Gough Whitlam has given preliminary approval to an alternate plan to use Royal Australian Air Force planes to bring from Saigon about 130 orphans whose adoption by Australian families already had been arranged.

Reliable sources in Australia said the RAAF had sent six C-130 transports and a C-47 to South Vietnam, and probably would evacuate the 130 babies bound for Australia and another 70 on their way to Europe tomorrow.

Unshaven and wearing a green beret and a gray safari suit, Daly told correspondents in Saigon today USAID officials had told the relief organizations from whose orphanages he was going to take the children that his planes were unsafe.

"This is obviously because of our defiance last Saturday in flying into Da Nang to remove 350 refugees," he said.

"This is sheer retaliation by the U.S. Embassy."

The flamboyant 52-year-old airline president from Oakland said he had the approval of the South Vietnamese government to fly the children out.

The U.S. Embassy had advised against Saturday's Da Nang flight by one of World's two 727 jets in Vietnam. At Da Nang, rioting South Vietnamese troops fought their way past civilian refugees to get on the plane. One who didn't make it threw a hand grenade that damaged the rear end of the aircraft as it was taking off, and several soldiers were killed when they tried to hang on to the wheels.

But an official of World Airways in Oakland said today that Daly had not planned to use the damaged plane in the children's airlift. He said 500 orphans were to have been flown to Oakland tonight on a DC8 via Tokyo and Honolulu, and that another 200 were scheduled to be taken to Seattle.

"My God," the spokesman said, "we've got airplanes all over the place. We wouldn't lift any airplane off the ground unless it was in 100 per cent good shape. We've got two DC8's out there, and they're in perfect condition."

The U.S. Embassy denied Daly's allegations, saying it had not received any inquiries from Friends for All Children, the orphan relief agency based in Boulder, Colo., through which Daly was to collect the children.

"He was planning to use a DC8 cargo plane without seats, little cabin heating, no toilets and no personal safety equipment," a spokesman said.

The embassy said the organization decided after looking at Daly's planes that there were "adequate alternative ways to transport children from Vietnam to safety." Officials of the agency in Colorado were unavailable for comment.

Meanwhile in New York, Pan American World Airways, which has twice-weekly flights from Saigon to the United States, said it was prepared to help in the evacuation of orphans and other refugees if it is requested.

Reached by The Tribune in Saigon early today, Daly expressed determination to leave with the orphans—with or without sanction by any government.

"We got an airplane. We got crew members, doctors, nurses and the old bastard himself. That's all the clearance we need. We don't need to kiss any asses to get clearance," he said.

Margaret Moses, who has been helping Daly in getting the children ready for the flight, said they were rounded up by Friends for All Children from Vietnam orphanages.

Miss Moses, who is from Tasmania, a state of Australia, said Friends for All Children "is a salvage operation for physically and socially handicapped children" from the Vietnam orphanages.

Today, says a spokesman, World employs more than 1,400 persons and maintains offices in 25 major cities in the U.S. and other countries. Revenues for 1974 were reported at \$112.2 million, up from \$103.4 million in 1973, while 1974 consolidated net income, including a \$15.9 million after-tax gain from the First Western sale, was \$21.2 million or \$2.15 a share, compared with \$1 million, or 10 cents a share, in 1973.

Daly's willingness to take risks, to push his employees and himself, also has made him a wealthy man. World is listed on the New York and Pacific Stock Exchanges — it went public in 1966 — but Daly owns 82 per cent of the stock.

Daly was worth more than \$300 million at one point, says Joseph S. Murphy, editor and publisher of industry magazine Air Transport World, adding that Daly is probably worth more than \$100 million today. The executive and his wife Violet June — she is World's vice president as well as a director — have homes in the Orinda Hills near here, London, and Tahoe. Murphy notes the Orinda home has a television monitor on the gate which can be viewed from the kitchen, adding that Daly usually has a gun handy here as well as in Vietnam because he fears being kidnapped.

It is largely in using that wealth that Daly has established a reputation as a humanitarian both here and elsewhere. The \$70,000 he reportedly spent personally for the Vietnamese orphan airlift — and many sources consider that figure too low rather than too high — is said to be but a small part of the money he's contributed to a number of worldwide charities.

Daly's resume lists a seemingly endless array of civic activities and honors. He's been honored by the United Service Organization, Inc., (USO) for demonstrating "a deep commitment in exercising personal and corporate responsibility for the welfare of others," and the National Jewish Hospital and Research Center at Denver for his public service activities. He even has a science building named after him at the University of Santa Clara where he's a member of the board of trustees and a former chairman of the board of regents.

World vice president David M. Mendelsohn notes, for instance, how Daly has contributed almost \$25,000 over a five year period to an Ashland, Montana, Indian school, saying Daly has even visited the school for weekend stays. In a lighter vein, former employee Craven talks of how in the 1960s Daly flew in an elephant from Cambodia as a gift to Knowland Park here; Daly was planning to bring in a giraffe as well, says Craven, but the giraffe got too big for the aircraft while Daly was trying to get the necessary clearances.

Some of his charitable work is just good business, of course. Editor Murphy noted in an Air Transport World story on World in February, for example, that Daly donated a \$50,000 scholarship fund to train Malians in the U.S. once World got involved with that African nation's Air Mali and set up a \$200,000 scholarship in the name of Jordan's Queen Alia once the airline made a pact with Jordan.

Mendelsohn also recalls when Daly was in some Arab sheikdom — Mendelsohn can't recall which — and asked about a cluster of buildings alongside the road. Daly was told it was a clinic run by American nuns, was the sheikdom's only modern maternity facility, and that although the sheik's wife herself went there for care, all of its money came from U.S. church donations. Daly, who hoped to spur the sheik to take more of an interest in the clinic, immediately wrote out a check for \$10,000 with the understanding it would be hand-delivered by the sheik. It was, but the sheik then apparently dropped the matter, says Mendelsohn.

Daly seems to enjoy the role of catalyst, and indeed many newspaper accounts of his Vietnamese airlifts quote him as hoping to spur

the American and Vietnamese governments into action.

One catalytic action Daly appears enormously proud of — it is mentioned in every Daly biography — is his support of FIPCO & Sons, Inc., a black-owned company providing janitorial and housekeeping services at Oakland International Airport. Daly first met FIPCO's founder, Fred I. Pitts, in 1960 when Pitts was a night janitor at the Oakland Airport terminal, and in 1964 offered Pitts the chance to start his own business.

Pitts, now 60, says he had been driving a truck for the city of Oakland by day and doing janitor work at the airport by night for 15 years when Daly approached him with the FIPCO concept. Pitts doesn't even seem to know why Daly did it, saying the only time he remembers doing more than just cleaning Daly's office was one rainy night when he gave Daly a big paper box to put over his head for rain protection.

But when Daly opened a maintenance base at the airport in 1964, says Pitts, "he set me up in business and said if I could hack it, it was mine." Pitts, who today has 60 employees, including part-time help, says "it's been rough, but I guess I hacked it."

Daly's current campaign involves the airline industry. His firm's recent announcement it intends to offer an \$89 fare on coast-to-coast travel has not set well with scheduled carriers. Seeking to capitalize on the current changing airline regulatory climate, World has launched a publicity blitz announcing the proposal which nearly rivals the attention focused on Daly's Vietnam activities.

On April 2 World filed a proposal with the Civil Aeronautics Board for the flat \$89 fare (\$94 — \$96 after taxes and security charges) as well as for basic authority to become a scheduled carrier in addition to holding its supplemental authority. World had in fact asked for a \$79 fare about eight years ago, says vice president Mendelsohn—"the CAB never acted on our petition for a hearing and dismissed it in 1973 as 'stale,'" he says — and Daly testified earlier this year before a Senate subcommittee that he felt a fare in the \$90 range was economically feasible.

(Indeed, at a Los Angeles press conference in early April, Mendelsohn said that were the fare to go through, it was expected to generate 420,000 passengers and \$38 million in operating revenues its first year, with a 12 per cent return on investment. Already being advertised, the service would start "when the CAB gives approval," says Mendelsohn. The CAB has set May 9 as the due date for responses to World's proposal.)

The timing of the CAB proposal so close to Daly's front-page Vietnam coverage has led skeptics to question tie-ins between the two. Mendelsohn refers to them as "separate and distinct," noting not only that the CAB filing date had been scheduled for weeks but also that Daly's trip to Southeast Asia was originally planned to investigate the firm's operations there rather than as a rescue mission.

"Daly is a generous man, and you've got to give a man credit when credit is due," says Benjamin H. Swig, chairman of the Fairmont Hotel Co. and the man Daly succeeded as chairman of the University of Santa Clara's board of regents. "It took a lot of guts and a lot of nerve to do what he did."

On the other hand, one of Daly's chief attributes has long been his sense of timing, and one Daly-watcher says Daly does very little that isn't thought out long in advance "even when it seems spontaneous." Or, as editor Murphy comments, "Daly told me a few years ago he'd give his blank check to become a scheduled airline."

Few friends or employees deny the enormity of Daly's ego, but as Murphy points out, Daly's actions in Vietnam were a dangerous way to get publicity. Says Murphy: "I think if he knew what it would be

like, the bedlam at Da Nang, he wouldn't have left Saigon in the first place. He did it because of his dislike of red tape, because time was running out, rather than to make a grandstand play to win a scheduled route in the U.S.

"If that hand grenade had hit the gas tank, say, instead of the wing tip, Daly wouldn't be around today," concludes Murphy. "He's not out to make headlines by getting himself involved in a suicide mission."

THE NEW YORK TIMES, WEDNESDAY, APRIL 2, 1975

Airline to Fly Orphans From Vietnam

SAIGON, South Vietnam, April 1 (AP)—The airline president who got the last refugee plane in and out of chaotic Da Nang says he will fly nearly 1,500 orphaned Vietnamese infants to the United States and Australia tomorrow for adoption — with or without permission from the governments involved.

"We're going to move out tomorrow," said Edward J. Daly, president of World Airways, a United States charter line that has been flying the supply run to Phnom Penh and refugee flights in Vietnam. "Let 'em stop us."

He said he planned to fly nearly 1,000 infants, most of them under 6 months old, to the United States in a DC-8 he is pulling from the airlift to Cambodia. The 400 and 500 others are to go to Australia in a Boeing 727. He said he would pay the cost of the flights.

Mr. Daly insisted that had given him permission to take in the children, nor has the Saigon Government yet given him promised per-

mission to take them out. "Permission" he said. "Do you think any government in the world would block these planes? I'll take 'em to the full United Nations General Assembly. I've been invited to the House and the Senate to give a report."

He said the Saigon Government had promised to grant the babies laissez-passer papers—passes—but had not delivered. He also said he had received word that the Australian Government would not grant him landing rights in Sydney. He plans to be aboard the flight to Sydney, saying, "If Daly is aboard, there's no further clearance needed."

A florid, gravel-voiced man of 52 who often carries a pistol, he runs what he describes as the largest independent charter company, and does it with a swash-buckling flair.

Against United States Government advice he ordered a Boeing 727 into Da Nang Saturday and picked up almost 400 refugees. South Vietnamese soldiers

trampled women and children to get aboard and others damaged the plane before it limped away for a flight back to Saigon and a near-crash landing.

He said the new batch of orphans would be collected in Saigon by Friends for All Children and Holt Children's Services. He said his daughter, Charlotte Behrend of Oakland, Calif., the airline's headquarters, had taken an interest in the first group. "Most of them are spoken for adoption," he added.

He said nurses and doctors would be aboard both flights. He said the DC-8 would have tie-down equipment but no seats.

The United States-bound aircraft is to stop at World Airways' Asian headquarters in Yokohama, Japan, before flying to Oakland and Denver.

"What are they going to do with these planes?" he asked. "Shoot them down? Let these people live with their foolish conscience in the eyes of the world."

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APRIL -4--75

Burocracy vs. the orphans

We now have our own private, unforgettable definition of what is meant by the words "government burocracy." It is one American and Vietnamese officials in Saigon who blocked the airlift rescue of 400 Vietnamese orphans because the flight might be unsafe.

Edward J. Daly, president of the U.S. charter airline World Airways, had been running a one-man rescue operation to get orphaned Vietnamese infants out of the war zone and fly them to the United States and Australia for adoption. He got the last refugee plane out of Da Nang before it fell. But he seems to have accomplished what little he could solely by ignoring official orders.

World Airways had been trying to fly 458 orphans out of war-threatened Saigon with the backing of a Denver-based organization called Friends of All Children. The evacuation was called off

when U.S. officials told the group that Mr. Daly's cargo jet did not meet safety specifications—it lacked seats.

World Airways did manage to fly 50 children out of Saigon—by ignoring orders from the control tower. Said pilot Ken Healy with a smile, "I just didn't get the message in time."

The burocrats' efficiency at blocking this rescue operation must have surprised even Mr. Daly. Earlier this week, he had vowed to fly out 1,500 orphans at his own expense, with or without permission. "We're going to move out," he told reporters. "Let 'em stop us."

They did. The safety of these children was weighed against the truly important things—official clearance, channels, guidelines, authorizations—and the children lost.

You may now see why we do not use "burocrat" as a compliment.

VIETS CRY 'STOP'

Mr. ED

The Herald

7c

63-0211 CLASSIFIED 63-0351 MELBOURNE, THURSDAY, APRIL 3, 1975

LIFTS OUT WAR BABES

From PETER ARNETT, the only journalist on the baby plane.

TOKYO, Today, AAP. — World Airway's chief, Ed Daly, flew out 57 Vietnamese babies from Saigon last night, despite attempts to stop his plane.

As the DC8 jet prepared to take off, the control tower at Tan Son Nhut airport ordered pilot Ken Healy:

"Don't take off, don't take off, you have no clearance."

Healy, who had flown refugees out of China in the late 1940s, later smiled and said: "I just didn't get the message in time."



• Ed Daly, president of World Airways, tells newsmen at Saigon of the difficulties of evacuating orphans.

Full alert

The babies, aged three months to three years — all from the orphanages in Saigon — were loaded on to the plane in almost total darkness because Tan Son Nhut airport was on full alert. I was on the unique flight.

They were laid out on the blanketed cabin floor, with a pillow for each. Some were chattering with excitement in Vietnamese. Others lay back with their eyes wide with wonder.

A few minutes after the orphans were taken on the plane, a stewardess called from the rear of the cabin: "It's diaper service time already for this one."

Mr Daly stepped in to lend a hand with the diapering — something he said he had not done in 25 years.

Mr Daly, who said he was paying for the trip with his own money, had loaded the plane with milk, soft drinks, baby food and paper diapers.

The babies rolled on their backs in surprise as the plane took off. About 20 adult passengers, including two physicians, watched over them as the plane rose.

Originally, before leaving Saigon, it was announced there were 60 babies on board.

There was no crying on the flight to Yokota, a U.S. air base on Tokyo's western outskirts, where the jet was refuelled. Most of the babies were asleep, but at Yokota, some scrambled to the windows to look at the lights. It was the first time any had flown.

Among those on the plane was Mary Fisher from California, the wife of a Seventh Day Adventist minister, who was carrying six babies, three of them for clients of Hollywood lawyer Durand Cook.

One of the babies with Mrs Fisher was 11-month-old Wendy Carol Norberg, who has been adopted by Mr and Mrs Harold Norberg of Los Angeles.

Mrs Fisher said the Norbergs probably were not aware that their adopted daughter was out of Saigon.

According to Herald man Bob MacDonald, San Francisco has rolled out the red carpet and rolled in the red tape for the war babies.

Customs and Immigration formalities have been swept under the welcome mat.

The plight of the orphans has touched every heart in San Francisco. The U.S. Army's old quarters, the Presidio, overlooking the bay and the Golden Gate Bridge, has been turned into a nursery.

All ready

Beds and baby cribs are waiting for the refugees to be taken straight from the World Airways plane when it touches down at Oakland.

World Airways officials in Oakland claim the airline has been deluged with calls from Americans anxious to adopt the war babies.

"We got offers for the 57 on the plane and there are 2000 people on the waiting list," a spokesman said.

A San Francisco radio station turned its entire program over today to open line calls from listeners wanting to help the refugees.

"It's a highly emotional issue here," a station official said.

"We've been on to the White House and State Department. We're told the big problem is getting more planes. They've got the pilots."

Mr Daly had earlier said he would fly out 1500 orphan babies because of the communist-led troops advancing towards Saigon. He planned to send 500 to Australia and 1000 to the U.S.



Vietnamese orphans, some wrapped in blankets, sit on the floor of a World Airways DC8 jet during a refuelling at Yokota U.S. Air Force base, north-western Tokyo, today. The children are the first South Vietnamese refugees aboard an American airliner in a dash to freedom from their war-torn country.

Los Angeles Times

LARGEST CIRCULATION IN THE WEST, 1,045,479 DAILY, 1,236,066 SUNDAY

THURSDAY MORNING, APRIL 3, 1975

120 PAGES

Ed Daly --- He's a Believer

BY SAM JAMESON
Times Staff Writer

SAIGON—Pistol packin' and dollar-totin' Ed Daly, 53-year-old president of World Airways, left Saigon Wednesday—and nearly everyone was happy.

Officials of the Friends of the Children of Vietnam orphanage were overjoyed. They rushed 57 orphans to a darkened Tan Son Nhut airport minutes before Daly was ordered to leave in the midst of an alert against a possible Viet Cong infiltration attack.

Daly took the orphans, many of them mixed-blood children of American GIs who served here, free of charge to new homes in the United States.

Some of Daly's own employees, who had dashed about from four in the morning to nine at night Wednesday trying to make arrangements and complete bureaucratic paperwork needed for the project, were also glad to see the World War II air corps sergeant go.

"Mr. Daly comes out to Asia about once a year—and that is once too much," one of the employees, who said he still wanted his job, said of the man who parlayed a war surplus airplane into one of the world's largest charter airlines.

Another employe said he planned to quit after this trip.

Officials at the U.S. Embassy, including Ambassador Graham Martin, who had refused a Daly request to stay at his residence, also were glad to see Daly go.

"How do you say anything about Ed Daly without a gun? I can't because I am a peaceful man," one embassy official said. But others vouched for the open-handed humanitarianism of the Orinda, Calif., man who was a semiprofessional boxer in his youth.

Daly, the man who flew one of his charter company's 727 jets into Da Nang on the eve of the fall of South Vietnam's second largest city and nearly had the plane grounded by mobs of rioting South Vietnamese troops, started the latest round of dither by announcing Tuesday that he intended to take more than 1,500 orphans out of South Vietnam at his own personal expense.

That was before any of the arrangements were made.

"I've been told for 25 years I've been in this business that things can't be done. But I'm a believer," Daly said.

Brian A. Cooke, senior vice president of the firm, told reporters in the morning that Daly had planned to send 500 orphans first to Australia.

The Australian government, however, turned down the request for landing permission, he said.

An official of the Australian Embassy here said, "That is not necessarily true," but refused to elaborate.

But there was still space for up to 1,000 babies on a World Airways DC-8 convertible cargo-passenger jet which had finished its last U.S. government-chartered rice run to Phnom Penh earlier Wednesday morning. Cooke, Daly and Margaret V. Moses, deputy director of the Friends for All Children orphanage headquartered in Boulder, Colo., all said that the orphanage would place about 500 orphans on the plane.

Other orphanages turned down the offer, saying they couldn't get South Vietnamese exit visas in time, Cooke said.

The Friends for All Children orphanage hadn't obtained the exit permits, either. The process usually consumes months.

But with the help of Dr. Phan Quang Dan, deputy prime minister in charge of social welfare, the exit vi-

sas came through by noon, Moses said.

Daly received the news in his hotel suite—a beehive of activity as aides, company vice presidents and airline stewardesses answered two telephones, bandaged Daly's right hand injured in the mob rush of his plane at Da Nang Saturday, and helped the president put on his boots.

Moses talked to a radio station interviewer in Oakland on the phone in the bedroom while Daly strapped on a .38-caliber pistol he wore most of the time he was in Viet Nam.

A stack of \$100 bills wrapped with a band of paper on which was written the notation, "\$10,000," sat on the bed.

A Vietnamese police escort with sirens blaring led the way to the airport for Daly and his party. Once there, however, the arrangements of the morning started crumbling.

In midafternoon, Daly, now wearing a green beret on his head and a medallion he said was given to him by the Pope around his neck, stormed out of an airport office to charge that the U.S. embassy here had sabotaged the airlift. He also declared that Ambassador Martin "should be out picking weeds somewhere."

"I've risked my life many times and this man doesn't even have the courtesy to have his secretary return one of my calls," Daly fumed.

To that statement, the embassy said it would have no comment.

Daly charged that John Bennett, deputy director of the U.S. agency for International Development, and Edward Ruoff and Clifford Frink, AID officials in charge of refugee programs, had persuaded Wendy Grant and Rosemary Taylor, senior officials of the orphanage, that his plane was unsafe. He added that they had reached that conclusion without inspecting the aircraft.

"Bennett is influencing these two broads—I mean women . . . in retaliation for us going in and picking up approximately 350 refugees on the last flight out of Da Nang without getting down on our knees to ask their permission," Daly said.

(In fact, Daly picked up approximately 350 military deserters fleeing their posts in Da Nang. The South Vietnamese troops fought their way into the cabin, cargo compartments and even wheel wells of the plane. The United States, which had chartered three World Airways jets, had suspended the evacuation flights the day before because of anarchy in Da Nang.)

To the charges of "sabotage," an embassy spokesman said the orphanage officials, apparently overruling their own deputy director, had decided to decline Daly's offer "by themselves and without any prompting by the embassy."

Considerations of only 31 adults, including 10 nurses and three doctors, to handle 500 babies—most of them less than 6 months of age—may have had something to do with the decision, the embassy spokesman said.

"If I sound mad, it's because I am. I've seen nothing but stupidity on the part of representatives of the South Vietnamese government and the U.S. embassy since I got here," said Daly, whose planes flew only two days in the period before Da Nang fell with 1.5 million South Vietnamese trapped there.

That left Daly with an airplane he had fitted with mattresses and netting to carry up to 1,000 small children. Only six orphans and six children of Seventh Day Adventist hospital nurses and doctors were committed to go.

An American couple with their son later asked—and got—permission to

board after they were bumped off a China Air Lines flight filled with Chinese residents of Cholon, Saigon's sister city, fleeing Vietnam.

Standing near an airport gate Daly yelled impatiently to his senior vice president.

"Cooke! Where are cigarettes?"

The vice president hurried over, put a cigaret into his own mouth, lit it and then handed it to his boss. Daly started puffing.

Daly then ordered his patched-together batch of passengers taken into an airport restaurant by three of his stewardesses. Cooke and other World Airways officials got back on the telephones.

Later, Daly joined the passengers in the restaurant. He had one of his aides bring a bottle of scotch. He ordered ice for himself and a few others and refreshments for the rest—and handed a World Airways employe a \$100 bill to pay for it.

Tom Clark and his wife, Sharon, came into the room while Daly was consuming his third Scotch and water. They were officials of the Friends of the Children of Vietnam headquartered in Denver, Colo., a different orphanage, and asked Daly if he would take some 120 orphans to the United States.

"Hell, yes. Get them here!" he roared.

Only five of the orphans had complete travel papers, however.

Daly, with a South Vietnamese policeman assigned to him carrying his sunglasses, cigarets and cigaret lighter trailing behind, rushed off to see airport authorities.

Flashing his wad of \$100 bills, Daly asked how much time it would take to get exit visas for the orphans.

"It takes many weeks," he was told.

"Then how much money does it take?" he asked.

Vietnamese Air Force Maj. Nguyen Duc Tan was offered \$2,000 "to look the other way," as Daly described it.

The officer refused to take it—but "got on the phone every 10 minutes and got those damned permits," Daly said.

"We should have more men like him in both the Vietnamese government and in our government," the airway president said.

The plane, by now, was ready for departure. But Daly, who had been at the airport for more than five hours, refused to leave. The waiting began again as the second orphanage prepared its children to leave on a moment's notice.

Darkness settled over the airport and Daly, still consuming Scotch, started counting backwards the hours that remained until his DC-8 was needed in Oakland to meet the next charter commitment.

When most newsmen weren't looking, he wrote out a check and handed it quietly to one of the nurses of the Seventh-day Adventist Hospital who was staying behind. The amount reportedly was \$10,000.



SAN FRANCISCO, CALIF.
EXAMINER
D. 180,019
SAN FRANCISCO METROPOLITAN AREA

APR 21 1975

Guy Wright

About the orphans

MR. WRIGHT: I noted with interest your column, "Orphan at the Well," with reference to the denunciation by the Vatican and the National Council of Churches of the airlift of Vietnamese orphans. I had just mailed my outcry at the situation to Monsignor Grange and in effect told him to get out and see what it was about before making such statements. — Mrs. Elenore A. Price.

Speaking for the Vatican, Msgr. Charles Grange forbade all Catholic agencies to help with the orphan babylift. W. Sterling Cary, president of the National Council of Churches, also denounced it after a Paris meeting with Viet Cong and Hanoi functionaries.

MR. WRIGHT: Regret you claim no private line to heaven. Since I have one I spoke to my Master to please admit Mr. Daly and Pilot Healy of World Airways and others who worked bringing in a few orphans to a country nearest heaven. Informed the Great Father that no way will I appear when summoned if I am to abide in his house amongst those self-anointed clergy who never got off their holy rumps to learn what it's all about. — E. E. Humphrey.

Long ago I canceled my subscription to organized religion. Men like Msgr. Grange and Dr. Cary help explain why.

MR. WRIGHT: I spent two days at Harmon Hall helping with the orphans. Between the vomiting and the diarrhea it was all we could do to get a little food down them. One infant had syphilis, another scabies and my own charge had a cleft palate that needed surgery because he was unable to nurse and gagged while eating. I saw loose skin and bony ribs on plenty of the kids. The diarrhea was so severe that we changed not just the diapers but the sheets when a child had an attack. The second day I cared for an older child, in better health, but with an immense desire to be held and loved. I wonder if Msgr. Grange or Dr. Cary has ever had to watch his belly swell from

hunger. I wonder if they've ever had scabies or worn rags for clothing. I wonder how often they've feared for their lives in the middle of a war. As for the babylift being a guilt trip, they had better think again. We lost thousands of young men in Vietnam. The Russians and Chinese don't feel guilty about supplying Hanoi with guns and rockets. But we are called sinners for trying to save a few kids. Personally, I see it as a mercy trip. But then I have two kids and Msgr. Grange doesn't. — Donna M. Hartley.

In my book, ma'am, you and all the others who helped at Harmon Hall came out smelling like a rose.

MR. WRIGHT: Your column, "Orphan at the Well," revealed the striking contrast between the idealistic courage of Ed Daly and Ken Healy of World Airways on the one hand and the left wing attitudes of appeasement as expressed by a Protestant and a Catholic theologian on the other. Operation Babylift was in the finest tradition of this great nation. Why it should seem odious to men whose enemy ought to be Communism and whose ally ought to be America, is beyond me. Perhaps you can posit an opinion. — Thomas M. Edwards.

The devil made them do it.

MR. WRIGHT: How dare you suggest that the Vietnamese refugees fled because they don't want the milk-and-honey that the Communists bring? Why, I myself heard Jane Fonda explain that the Communists were only trying to liberate the South from Yankee imperialism. And since Bert Schneider said essentially the same thing when he picked up his Oscar, it would seem that you are badly informed. Fortunately, we have the Jane Fondas, the Shirley MacLaines and the Ramsey Clarks to tell us the truth and bring to our shores the same wonderful existence that the Communists enjoy. Then people like you that suggest we don't want it will be gently pushed aside (maybe not so gently). — George B. Collins.

I promise never to cut self-criticism class again.

Montagnard orphan flight lands here

By DAVID TONG
Advertiser Staff Writer

Operation Babylift continued yesterday when another group of orphans — mostly Montagnards arrived at Hickam Air Force Base for an overnight stay before going on to the Mainland.

The haggard, shy children who varied in age were greeted by smiling military-based service women volunteers who escorted them to a gymnasium five blocks away where they were processed by medical, immigration and custom officials.

The World Airways 727 jet landed at Hickam at 5:45 p.m. after a 16-hour flight from Saigon that included stops at Clark Air Base in the Philippines, Guam and Wake.

Military officials called the Honolulu stopover "a rest stop."

THE GROUP OF 207 orphans, 43 refugees and 6 adults are Montagnards who have come here under the sponsorship of a Danish service organization in Vietnam called the Childrens Protective and Security International.

The flight, financed by U.S. Agency for International Development, also had on board the chairman of World Airways, Edward Daly, and a former Hawaiian Airlines official, Brian A. Cooke.

Daly told reporters the flight was uneventful except for one incident where a drunken Danish group leader began to hassle the stewardesses and was put off the plane in Guam.

Charles Patterson, a World Airways official, said the orphans were the children of Montagnards a hill tribe in Vietnam who had been recruited to fight against the North Vietnamese.

ON THE WHOLE, it appeared the orphans were healthy but frightened by the reporters and cameramen clustered around them. Some adults carried children in their arms — one elderly lady in tears held a tot with a milk bottle in his mouth.

The sight of the orphans evoked sympathy from on-lookers who watched the Vietnamese children file into the gymnasium.

"It's really sad," said Kathy Lund, 18, of Hickam. "If there was no war, nothing like this would have happened."

One Hawaii toddler who wanted to help asked her mother if she could give a cookie to the orphans. "Do you have 200 cookies?" replied the mother.

THE ORPHANS will stay in Honolulu for 24 hours before departing for Oakland at 3:30 p.m. today.

There the group sponsored by the Danish organization will continue to Copenhagen while the other group of refugees and adults will be sent to the Army base at the Presidio in San Francisco where arrangements with adoption agencies will be handled.

More than 650 women from military bases around Oahu came to help the orphans. According to Mike Heninger, Air Force spokesman, the volunteers came from the Red Cross, Air Force Service Club and the wives of officials and non-commissioned officers.

A plan, Heninger said, was worked out to have enough volunteers (654) to be with the orphans on a one-to-one basis throughout the stay.

AFTER CLEARANCE THROUGH customs and immigration the group was bused to a cafeteria for dinner.

Heninger said two more flights carrying 65 orphans each are to arrive from Clark Air Base this morning.

Meanwhile, UPI last night reported the end of evacuation flights of Vietnamese orphans from Saigon — with the last planeload of 185 sent to new homes in Denver.



Advertiser Photo by David Yamada

Some orphans got medical checks here.



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CALIFORNIA BUSINESS

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WEEKLY — 50¢

'Babylift' Publicizes His Style

By BARBARA ISENBERG
OAKLAND, Calif. — Millions of Americans watching television coverage of World Airways' chaotic, bloody and unauthorized airlift out of Da Nang a few weeks ago probably saw film clips of the airline's 52-year-old president and chairman Edward J. Daly kicking and slugging at soldiers storming the plane. By the time that last plane from Da Nang finally took off, and the last soldier either fell or was pushed off the opened steps of the ramp, the airline executive had reportedly lost some skin as well as clothing in the fracas.

Vietnamese troops, U.S. officials, and television viewers learned rather quickly that Edward J. Daly likes things done his way. Whether airlifting civilians out of Da Nang in defiance of government orders, flying hundreds of Vietnamese orphans to the U.S. and Australia with or without permission, or petitioning the Civil Aeronautics Board for an \$89 coast-to-coast fare, the former semi-professional boxer is not easily discouraged. As he reportedly said in Saigon, not only could he not tolerate "the stupidity, the ignorance on the part of the many agencies of the United States government and the country club set" but "nobody is going to tell me how to make a decision."

The spectacle of a gunslinging business executive attacking the U.S. government verbally and Vietnamese troops physically may have astonished a good many people, but friends and colleagues queried by California Business register little if any surprise. While attempts to reach Daly for an interview were unsuccessful, those who know him well say they would hardly be surprised by any of his behavior.

"Daly exacts what he wants, pays for what he gets and doesn't take guff from anybody," says one associate. "You don't run over Daly because you don't run over a tiger."

Born in Chicago of what one friend calls "a family of modest means," Daly did not take World Airways, Inc., from a couple of war surplus transports to a major carrier by being meek. As long-time employee and neighbor Robert Orr puts it, Daly's long been called an industry maverick because "he's very daring, sees opportunities and seizes on them. He's always willing to try and get the ground rules changed if he thinks they should be."

Orr recalls, for example, Daly's determination to fly charter flights into Australia and New Zealand despite those countries' refusal to grant any supplemental carriers entry. Daly oversaw a major campaign to change that policy, says Orr, flying back and forth with World executives, meeting with top aviation, tourism, hotel, and media people in both nations; he even put together detailed economic studies showing World's entry wouldn't divert traffic from either Qantas or Air New Zealand

while at the same time it would crank millions of dollars into tourism. After about a year of effort, says Orr, World became the first supplemental carrier flying in and out of Australia and New Zealand.

Peter Craven, World vice president-finance and treasurer for eight years in the 1960s, recalls Daly being equally unwilling to tolerate negativism on the part of his employees. Calling Daly "a very dynamic individual, a very fine in-

Daly's World: Ego, Orphans and Profits

Edward J. Daly, President, Chairman, World Airways, Inc.



Long well-known in the airline industry, World Airways, Inc., president and chairman Edward J. Daly now has international notoriety as well because of his determination and outspokenness during the recent Vietnamese airlift. The rough-talking, gun-carrying executive did not take World Airways from a couple of war surplus transports to a major U.S. carrier by being meek, and he is equally persevering in his humanitarian efforts. To learn more about Daly, please turn to page 9.

dividual," Craven says his former boss "would accept it if you tried the seemingly impossible and couldn't do it, but if you weren't even willing to try, you wouldn't last long."

Craven, who left World in 1968, says the pace at World was always fast, always hectic. All night meetings weren't then and apparently still aren't uncommon, and, the executive comments, it wasn't unusual for employees like himself to work 20 hours a day, seven days a week. Indeed, Craven recalls Daly phoning him from Tokyo or other foreign cities in the middle of the night asking that he fly right away to Washington on a CAB problem, to Frankfort on a catering problem. And Craven, who says he and others shared Daly's enthusiasm, admits he'd often do it; he was so "gung-ho," he says, he once re-

ceived an 11 p.m. call from Daly and raced to catch a midnight flight to Washington.

Daly, too, has apparently long moved fast and hard. He studied chemical engineering at the University of Illinois and spent a short time in banking, but he already had a fair amount of airline experience before he set up World at the age of 27. After establishing Nationwide Air Freight Forwarders, Inc., said to be the country's first air freight forwarding company, and moving quickly through top jobs with two other transportation firms, the World War II veteran raised about \$50,000 in 1950 to buy the World Airways name, two leased Curtiss-Wright C-46 war surplus transports, and a reported \$250,000 in debts.

As early as 1961, says former employee Craven, Daly had such a

successful operation going, he could have sold off his planes and his company and retired as a wealthy man. But the challenge was too important to him — one employee comments Daly's never been content just to run an airline — and he busily set about adding formal charter bilateral agreements with more and more nations, building maintenance centers, pushing for cargo-passenger convertible aircraft, and, recently, even investing in two hotels being built in Jordan. Along the way, World's newly-formed, wholly-owned investor company picked up First Western Bank for \$65 million in 1968. First Western was sold for \$115 million last year. World boosted its commercial activities from 35 per cent of transport revenues in the late 1960s to 80 per cent in 1975, adds a spokesman.

APR 4 1975

Editorial:

Like Alexander, They Cut Knots

Some people are bigger than life, or they act like it anyway.

One such person was the late — and we think, great — Pinellas County Commissioner Jim Shoecraft. He was a soft touch for ordering county road crews and equipment to cut backwoods roads and drainage ditches to some poor persons' homes off county roads.

He was never accused of misusing taxpayers' funds to improve his own properties, or those of his politically and financially powerful associates.

When challenged by fellow commissioners, or by the state auditor or budget examiners about assigning county road crews on work not involving accepted county roads, or easements, ol' Jim, ex-mayor of Pinellas Park, would bristle.

"NOBODY'S GONNA send me to jail for helping a widow, or an old couple get in and out of their homes, without having to wade knee-deep in wet weather."

It worked until Jim passed away. Incidentally he's still remembered fondly by old-timers who are privileged to have known a man who slashed through bureaucratic red tape like Alexander The Great cut the Gordian Knot, and repeatedly put himself "on the line" to help the poor.

Finally, that county — like most Florida counties now do — restricts individual county commissioners in arbitrarily assigning county resources without board approval, or by relegating problems to county engineers, managers, or other officials.

OCCASIONALLY, THOUGH, the Jim Shoecraft types keep popping up when the going gets tough.

Two Americans — a man and a woman — are surfacing in the Vietnam tragedy.

One is the pistol-packing, swashbuckling Edward J. Daly, ramrodding president of World Airways, a U.S. Charter outfit flying rice through enemy flak into Phnom Penh, and hauling refugees from threatened provinces in South Vietnam.

He says he's ready to fly 1,000 infants out of the communist grip to America in a DC8 and a Boeing 727 in batches of 400 and 500 — with, or without governmental approval.

The tough-talking, 52-year-old Daly and his equally aggressive pilot, Ken Healy, rejected opposition about the safety of their aircraft, and flew the first shipment of 57 orphans from Saigon to the U.S. for adoption.

WHEN ORDERED by control tower officials at Saigon's Tan Son Nhut airport not to take off, the intrepid Americans did anyway and escaped a threatened Viet Cong attack.

Had the DC8 crashed and the children perished — and had Daly and Healy survived — they would perhaps be ruined. They knew this, but took all the risks, and not for money. Daly says he'll pay the more than \$40,000 in transportation costs from his own pocket — to give kids a chance for a free life in America.

If there's much static, he says he'll take the issue to the United Nations. The UN that listened to Arafat, the Palestinian guerrilla, leader-terrorist, is in poor position to refuse to hear Daly on saving kids.

Daly and Healy sound like ol' Jim Shoecraft. (Boy!, wouldn't Errol Flynn have loved to play either man!)

"PERMISSION," DALY explodes. "What government in the world would block these planes?"

On being told that Australia won't grant landing rights to his planes, Daly snaps, "If Daly is aboard that Sidney flight, no further clearance is needed."

Since then, the Aussies say they wouldn't bar the refugee planes from landing, but add that they are ready to send their own aircraft to evacuate South Vietnam orphans.

Once that bold men and women move out in despairing situations, their examples motivate others, and we thank God for this.

AGAINST U.S. advice, Daly sent a 727 into Da Nang and evacuated almost 400 refugees who must feel about him what the widows and cripples did about ol' Jim Shoecraft.

Our other hero is a heroine. She's Betty Tisdale whom columnist Bob Considine tells about elsewhere on this page. She and her husband of Columbus, Ga., want to adopt 400 orphans in South Vietnam before Saigon falls and the reds take over. It's worth reading.

It lifts the ol' battered spirits to read about unusual Americans willing to sacrifice for the underdogs. Ol' Jim must be smiling down from somewhere!

PAUL MITCHELL
Editor

Tribune Editorial

SUNDAY

APRIL 6, 1975

5C.



Published Since 1874

To dream the impossible dream, to fight the unbeatable foe...

After a decade and a half of that dreary war in Southeast Asia, we needed something uplifting to show for history that we did something right there.

Perhaps that's why a pistol-packing airline owner, wearing a green beret, dreaming an impossible dream and slicing through red tape with DC-8s and 727s, seems more like a swashbuckling "Man of La Mancha" than a millionaire businessman.

The phrases from that Broadway musical seem to fit—*To fight for the right without question or pause, to be willing to march into hell for a heavenly cause...*

In one sweep, Ed Daly, the rough and ready president of World Airways, has focused world attention on the plight of Asian refugees. The 58 orphan children he brought into Oakland were a living plea for help.

Using his own money and airplanes, without regard to personal risk, Daly started the movement that has led President Ford to speed up the evacuation of Vietnamese orphans.

To run, where the brave dare not go...

While State Department officials in Saigon were criticizing, Daly was acting.

Maybe he bruised a few rules. His methods may not have been orthodox, but a nation under siege can't always be handled with ordinary methods. His airlift was dramatic, and despite what critics said, safe.

With some cooperation from American and South Vietnamese officials, Daly might have done more.

There has been a lot of pettiness in the actions of John Bennett, deputy director of the U.S. Agency for International Development and U.S. Ambassador Graham Martin.

They were piqued by Daly's "get a move on" attitude, but it was time for a man of action and not a debater.

And the world will be better for this, that one man, scorned and covered with scars, still strove with his last ounce of courage, to reach the unreachable star...

Ed Daly, together with pilots Bill Keating and Ken Healy, brought some real compassion into a war that has been dirty, has cost America 55,000 dead and billions of dollars.

It was a spark that kindled a fire in the hearts of the people of the United States. Without an Ed Daly, it is doubtful that the bureaucratic tangle would have been undone.

He reached his star, and we are better for it.

Joseph W. Keenan
Editor and Publisher



HARTFORD, CONN.
TIMES
D. 115,041—S 110,469
HARTFORD METROPOLITAN AREA

APR 5 '70

Save the children

Edward J. Daly, president of World Airways, and his pilot Ken Healy are American heroes. They are heroes because they had the courage to say the red tape be damned, the children of Vietnam deserve to be saved.

They took it upon themselves to do what the American government had for too long delayed—the initiation of a massive airlift to bring Vietnamese orphans to the United States, where homes and opportunities they would not have in their homeland are waiting.

Now, the American government has made the airlift official, and it is only tragically unfortunate that the official involvement had to begin under a cloud of further tragedy with the crash of an American C5A Galaxy transport with 243 Vietnamese orphans aboard.

But the airlift must be continued, accelerated, and as Trinity College graduate and Washington Post writer George F. Will, whose syndicated column appears regularly in The Hartford Times, says so well elsewhere on this page, official United States agencies should get off the back of Mr. Daly and Captain Healy for doing what had to be done.

Mr. Daly and Captain Healy certainly broke a lot of Federal Aviation Administration regulations in launching the airlift on their own initiative, but the regulations they broke were the kind that simply do not apply in times of crisis. Their primary concern was the primary concern of Americans everywhere: Save the children, and the red tape be damned.

There are thousands of Americans waiting for the opportunity to provide a home for a Vietnamese orphan, to give that child the opportunities thousands—hundreds of thousands—of its contemporaries will never have under Communist domination.

Those opportunities for a small handful of Vietnamese orphans are all that remain of the American commitment to Vietnam that cost tens of thousands of American lives and billions of dollars over almost two decades.

And America did have a commitment in Vietnam, a commitment that many claim ended with the signing of the Paris Peace Accords, an agreement that never really worked, but at least allowed the United States to withdraw before the final defeat.

The presence of the Vietnamese orphans in this country can be a living memorial to that monumental failure in the nation's foreign policy, a living memorial to the war America lost after paying such an exorbitant price.

The children had nothing to do with the tragic American experience that was Vietnam, nothing to say about it. They were the innocent victims of man's folly and inhumanity. Perhaps in the future, through the opportunities this country can provide them, they can assist in preventing anything comparable from again happening.

It is the least this nation can do, to provide that opportunity, for the smallest fraction of the innocent pawns of a tragic and unforgettable experience.

Ex-boxer spreads his millions around

TORONTO STAR
413

Kid-loving Ed began airline with one plane

OAKLAND, Calif. (AP-UPI-Special)
— Pistol packin' and tough-talking Ed Daly has one weakness—kids.

And especially if they are the wide-eyed children who have lost their parents in the horror that is South Viet Nam.

Daly, the multi-millionaire president of World Airways, willingly admits he has made a fortune ferrying U.S. war material to South Viet Nam in the last few years.

But he's carrying a different cargo these days—cargo that costs him money out of his own pocket, and woe betide anyone who tries to get in his way.

What kind of a man uses his personal wealth to fly orphans from South Viet Nam to give them a new lease of life in the United States?

The same 53-year-old tough-talking man who sends 5,000 poor children to the circus every year and throws in \$2 each so they can buy popcorn and other goodies.

The same World War II sergeant in the U.S. army air corps who bought

one surplus plane after the war and built himself what is now called the world's largest charter operation.

"Ed really is an interesting humanitarian," said a friend recently. "His kind of wealth is hard to understand unless you have it.

"He doesn't like to publicize what he does," said the friend, who asked that his name be withheld. "I wouldn't call him modest or shy, but he's not boastful. He's gregarious, an outgoing, good party guy who will gather up a plane load of friends and fly off to Europe for a weekend."

He is also a guy who gathers up 1,000 children each Christmas and sends them to the Oakland Symphony to hear the Nutcracker Suite. And when he heard that a home for young county wards of the court had no swimming facilities, he built it a swimming pool.

He's a guy who laughs in the face of danger especially if that danger comes from advancing Communist forces. Like last Saturday, for instance, when he flew into Da Nang to bring out the last plane load of refugees as the northern city fell.

Communist rockets were falling around the airport. Then the refugees panicked and rushed the plane. Daly could have got away safely with a half-empty plane but he stayed until the last moment. Refugee troops trying to get aboard literally ripped the clothes off his back, along with some of his skin.

But he saved 268 people in the little Boeing 727—268 people who otherwise would have been abandoned.

Daly's wealth is estimated at up to \$500 million.

He was a close friend of the late president Lyndon Johnson and is a personal friend of Jordan's King Hussein, who just sent him two prize Arabian horses from the royal stables.

Daly lives with his wife, June, on their estate in Orinda replete with swimming pool, tennis courts and a butler.

One family friend, when he learned of the fighting Irishman's plans to airlift babies from South Viet Nam, said: "Friends all expect this sort of thing. This is Daly."



—AP Photo

ED DALY
"A good party guy"



CHICAGO, ILL.
 TRIBUNE
 D 681.759—S. 1.151.590
 CHICAGO METROPOLITAN AREA

APR 3 1975

He's tough, he's rich— a soft touch for kids

From Tribune Wire Services

OAKLAND, Cal. — What kind of man uses his personal wealth to fly orphans from war-ravaged South Viet Nam and thus give them a new lease on life in the United States?

The same 53-year-old Chicago native who sends 5,000 disadvantaged children to the circus each year and throws in \$2 in pocket money for the children to buy popcorn and goodies.

The same World War II Army Air Corps sergeant who bought one surplus plane after the war and built one of the world's largest charter operations.

ED DALY, the pistol-packing millionaire president of World Airways, is the man who hoped to rescue 1,500 Vietnamese infants from South Viet Nam and fly them to safety in Australia and the United States. He was able only to airlift 55 babies in his DC-8 jet Wednesday.

Born in Chicago in 1922, Daly was a semi-professional boxer in his younger days. He lives in Orinda, a comfortable Oakland suburb where his air freight and charter service is headquartered.

"He really is an interesting



Edward Daly

humanitarian," said one friend of Daly's. "That kind of wealth is hard to understand unless you have it."

HE GATHERS up 1,000 children each Christmas and sends them to the Oakland Symphony to hear the "Nutcracker Suite." And when he heard that a home for young county wards of the court did not have swimming facilities, he built them a pool.

Daly's wealth is estimated at up to \$500 million. World Airways reported 1974 revenues of \$112.2 million. Daly owns 80.5

per cent of World Airways and huge percentages of several subsidiaries.

He was a close friend of President Johnson and served as the Oakland chairman of the National Alliance of Businessmen under the Johnson and Nixon administrations.

DALY WAS aboard the plane that made the last flight out of Da Nang, an unauthorized mission he conducted personally to pick up refugees—only to have the plane stormed by fleeing South Vietnamese soldiers.

Daly again clashed with U.S. officials when he arranged to fly more than 400 orphans from Saigon to the United States and Australia Wednesday, only to have his cargo planes rushed in from Cambodian rice-hauling missions declared improperly equipped for overseas rescue flights.

But a World Airways DC-8 cargo jet, stuffed with mattresses for padding for 58 tiny Vietnamese orphans, finally lifted off for a flight, with Daly mincing no words for officialdom.

"We got an airplane," he growled. "We got crew members, doctors, nurses, and the old bastard himself. That's all the clearance we need."

APR 7 1975

Right On! Fly On, Edward Daly!

By GEORGE F. WILL

WASHINGTON — Breathes there an American, with soul so dead, who hasn't to himself said, "Right on, Edward Daly!"

Daly is an anachronism, a throwback to those earlier Americans of animal spirits who were always trying preposterous things, like digging canals across New York, or building railroads across the Rockies. He may be mad as the Hatter, like Indo-China, where his World Airways flies the unfriendly skies.

The other day, Daly and a pilot got a trifle frisky with a handful of red tape. Rrrriiiiiipppp.

Somehow they got the idea that about 500 Vietnamese orphans should go immediately to the United States, where there is a shortage of adoptable children, rather than remain in Saigon orphanages waiting for the battle of Saigon. So they decided to pack the children into a DC-8 cargo plane and bring them to the land of the free and the home of the brave.

Most of the children already were in the adoption process, and have families anxiously



Will

ously awaiting them in the U.S. and elsewhere. Daly and the prospective parents are all for due process, but they are beginning to suspect that the North Vietnamese army may be moving quicker than the adoption process is moving.

Unfortunately, before the Daly airplane could get airborne civilization asserted itself. U.S. officials in Saigon, and representatives of the orphanages that have custody of the children, examined the plane, which lacked oxygen masks and seats (not to mention seatbelts), and declared it unsafe.

They were, of course, quite right, and humanely motivated. Safety first. But safety is a sometimes thing in Indo-China, and one wonders: Daly's plane was unsafe compared to what?

Unsafe compared with the prevailing peace with honor in South Vietnam, a country undergoing what a government semantacist called "territorial redefinition"? Unsafe compared with the pieces of bark that carried millions of early immigrants across the North Atlantic to America in the days before shrimp cocktails were served in steerage?

Somehow 57 orphans found themselves aboard the plane. But shortly before take-off, the Saigon airport closed because a Viet Cong attack was expected.

Pilot Ken Healy, another menace to the social fabric, reached an opposite conclusion: If the Viet Cong are coming, let's fly somewhere.

The control tower said: "Don't take off. You don't have clearance." Healy laconically explained later that, "I just didn't get the message in time."

Some law-and-order headline writer at the Washington Post headlined the story of Healy's flight: "U.S.-Bound Jet Breaks Rules." Someone is going to have to tell those 57 new citizens that Healy is not a good role-model.

When Healy and his tumbling cargo arrived in Oakland, California, he was asked how the flight went. Healy flew refugees out of mainland China in the late 1940's, and he is not easily fazed. "It was one big playpen. They ran around and we fed them cookies."

Arrest that man! He did not comply with Federal Regulations about dispensing cookies and paper diapers to the underaged jet set. Arrest him, and then enter him in the New Hampshire primary.

Daley and Healy and thousands of others less conscious heroes and heroines are improvising as angels of mercy in South Vietnam. But such improvisation is not an adequate response to the disaster unfolding there.

The U. S. government, and especially the Agency for International Development, is acting with a commendable sense of urgency. And the South Vietnamese authorities are showing no more than an understandable concern about regulating the departure of parentless children.

But everyone can do better — better for the frail children of the Indo-China dust — if AID, and the rest of the U. S. government, is energized by the full power of the rolling waves of American concern.

There is a mandate struggling to register itself. Events in Vietnam have loosed the mighty river of American decency, a spontaneous flood of desire to put the government in the service of an unambiguously good cause, like helping the homeless, the tempest-tossed, the wretched refuse of Vietnam's teeming shores.

If you would like to help register that mandate, there are two things you can do. Call the toll-free State Department number (800-424-1180) to express your willingness to help. And send a wire to wherever the President is golfing, and ask his caddie to ask him to use such power as he has to help as many of the children as possible to come unto us, for such is the purpose of this nation of immigrants, built of — and by — the wretched refuse of many teeming shores.



WASHINGTON, D.C.
 POST
 D. 532,806—S. 701,949
 WASHINGTON D.C. METROPOLITAN AREA

APR 5 1975

Pistol-Packing Millionaire

Airlift's Daly Ignores Rules to Help Vietnamese

By James Kloss
 Chicago Daily News

Someone is going to think of making a movie about Edward J. Daly, probably with John Wayne or George C. Scott playing the pistol-packing, two-fisted president of World Airways.

Daly's daring, on-the-scene direction of rescue missions in South Vietnam this week would seem to require a Wayne, with his mashismodrenched, man-of-action Hollywood image.

But there may be more subtle facets to this unusual multimillionaire, a tough son of a Chicago fireman with a heart and checkbook of gold when it comes to helping kids in need.

Although one of the richest men in America, the relatively unknown airline executive made a rare but spectacular splash into the news by personally engineering the first airlift of 57 South Vietnamese orphans to the United States.

Daly, a bull of a man, also made an indelible impression on those who saw film of his effort to airlift refugees out of DaNang before that city fell to Communist forces.

Daly, 53, who was a semi-pro boxer at one time, and his crew members tried to beat back South Vietnamese soldiers who stormed past refugees in an attempt to get on the escape plane.

With a grenade-damaged wing, and soldiers hanging from the aircraft, the plane managed to take off. It was the last plane out of DaNang.

It also was an unauthorized flight. Daly is not one to let official niceties stop him, according to friends, associates and others who have followed his career.

He's that kind of a man, a very determined person," said Charles O. Finley, owner of the Oakland A's, and a friend of Daly, whose home and corporate headquarters are in the Oakland area.

Daly decided several weeks ago to leave his luxurious home in California and fly to Vietnam despite, or perhaps because of the deteriorating military situation.



EDWARD J. DALY
 ... 'very determined'

His company, World Airways, had been flying cargo and personnel for the military since the beginning of American involvement in Vietnam.

Why did Daly, a man reputedly worth \$500 mil-

lions, risk his fortune in a volatile Vietnamese situation?

"In the past he's gone over there because I think he just got a charge out of it. But this time he was emotionally overwrought about the children there," said a friend in California.

At home, Daly treats 5,000 underprivileged kids to the circus every year. With each ticket comes \$2 for pocket money.

Daly has supported an asthma research hospital in Colorado, where children come from all over the nation for treatment.

When Daly was 15, his father, a retired fireman, died, leaving him to help support his mother, two sisters and two brothers.

He qualified to study chemical engineering at the University of Chicago, and started a trucking firm to help with the finances. After college, Daly joined the Ar-

my Air Corps and went to the Pacific Theater in World War II. During his hitch he learned about military air cargo operations.

After working his way up to a vice president's post with a freight forwarding company in Chicago, Daly, then 27, put together some partners and \$50,000 and bought World Airways. The two-year-old company was \$250,000 in debt, and had two old, leased airplanes and 32 employees.

Today the firm is one of the larger "supplemental" airlines, with more than 17 jet aircraft, including jumbo jets and 1,404 employees. It reported revenues of \$112.2 million last year, mostly from charter passenger service, although World Airways is still the second largest military airlift command contractor.

Their California home of Daly and his wife, Jane, has a swimming pool, a gymnasium, tennis courts and a butler. They have a married daughter.

Daly owns a chalet on Lake Tahoe and an opulent floating home on a barge on the Thames outside London.

He is outgoing and gregarious, "a good party guy who will gather up a planeload of friends and fly off to Europe for a weekend," one friend said.



WASHINGTON, D. C.
STAR-NEWS
D. 415.884 — S. 324.125
WASHINGTON D. C. METROPOLITAN AREA

APR 3 1954

World Airways' Ed Daly: Pistol-Packing Millionaire

OAKLAND, Calif. (AP) — The man who flew 55 orphans from war-torn South Vietnam to the United States, breaking some rules in the process, is a pistol-packing millionaire who sends 5,000 disadvantaged children to the circus each year.

Ed Daly, president of World Airways, also didn't hesitate to lend a hand at diapering the infants he brought to their new country.

"I wouldn't call him modest or shy, but he's not boastful," said a friend who asked he not be identified. "He's gregarious, an outgoing, good party guy who will gather up a plane-load of friends and fly off to Europe for a weekend."

DALY, a World War II Army Air Corps sergeant and a former semi-professional boxer, can also be tough and determined. His airline expected some problems from the Federal Aviation Administration for

breaking federal regulations in carrying the orphans on a seatless jet.

The 53-year-old Daly, whose wealth is estimated at up to \$500 million, started small. He bought one surplus plane after the war and built what is now called the world's largest charter operation.

World Airways reported 1974 revenues of \$112.2 million. Daly owns 80.5 percent of the airline and huge percentages of several subsidiaries.

"HE REALLY is an interesting humanitarian," said one friend of Daly. "That kind of wealth is hard to understand unless you have it."

Daly, born in Chicago in 1922, lives with wife June in Orinda, Ill., a comfortable suburb where his air freight and charter service is headquartered. Their estate has a swimming pool, tennis courts and a butler.

He was a close friend of President Lyndon B. John-

son and served as the Oakland chairman of the National Alliance of Businessmen under the Johnson and Nixon administrations.

Yet, the former Army sergeant doesn't forget his other friends. Each Christmas he gathers up 1,000 children and sends them to the Oakland Symphony to hear the Nutcracker Suite.

When he heard that a home for young county wards of the court did not have swimming facilities, he built them a swimming pool.



WATERBURY-WALLINGFORD, CONN.
JOURNAL
—D. 8.629—
NEW HAVEN METROPOLITAN AREA

APR 4 1975

Editorials

An orchid for Ed

One of the few bright spots in the collapse of South Vietnam is the story of a plane-load of orphans that a tough-talking American pilot flew out of Saigon this week.

Ed Daly, described as the pistol-packing president of World Airways, a charter airline, ignored orders against taking off from a closed down airport at Saigon, and after the plane was in the air went back and helped diaper some of the youngsters.

The 57 children, ranging in age from three months to three years, are bound for new homes in the U.S. They are the lucky ones. Hundreds more Viet youngsters slated for adoption in the U.S. were left behind.

The U.S. State Department has announced that 2,000 orphans will be

flown out of Saigon in the next few days and Australians are also reportedly on the way to airlift another 200 children to that country.

But the rapid rate at which South Vietnam is falling apart makes time of the essence and Ed Daly wasn't above cutting corners just to make sure.

He didn't have too many good words for the State Department and AID (Agency for International Development) for attempting to delay his flight because the DC8 was allegedly not safe.

Just one look at a couple of Vietnamese orphans, two bright-eyed, little bits of humanity who peered out from Page 1 of Wednesday's Journal, is enough to make us grateful for the Ed Daly's of the world.

Los Angeles Times

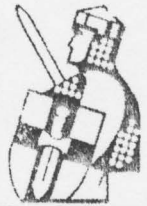
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'Somebody had to do it'



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ED DALY / Step to the front, please The Daily Telegraph

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Right On! Fly On, Edward Daly! 7p

The Mainichi Daily News The bravest man in S. Vietnam

By James Kloss
HOW 'BOUT FEBRUARY?
PITTSBURGH, Pa. (AP) — Neville Township's new sign reads: "Thirty days hath September, April, June and November —and anyone exceeding our speed limit."

The Times-Picayune Ex-boxer spreads his millions around

CLOUDY
with a 60 per cent chance of rain and winds from the north at 10 to 20 miles an hour is the National Weather Service forecast for New Orleans and vicinity. Highest expected Sunday, low 60s; lowest, mid-50s.

Kid-loving Ed began airline with one plane

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TUESDAY, APRIL 1, 1975

Ed Daly - He's a Believer

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Ed Daly: Millionaire With A Heart

THE SAIGON POST

The Cork Examiner

NO. 48,854

Orindan's orphan

WEDNESDAY MORNING, APRIL 2, 1975

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HOLIDAY WEEK

No. 216

Aiding orphans is typical activity for millionaire

The New York Times

San Francisco Chronicle

The Largest Daily Circulation in Northern California

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RAAF will fly waifs to Australia

CANBERRA. — An RAAF Hercules plane will fly 200 Vietnamese war orphans to Australia.

The government announced this today after the president of World Airways, Mr Edward Daly, said in Saigon he would fly out 1500 waifs — 500 of whom he would take to Sydney today.

The Victorian Premier, Mr Hamer, and the NSW Premier, Mr Lewis both said they would be prepared to accept any of the 500 orphans.

To clear the way for the RAAF flight, the Minister for Labor and Immigration, Mr Cameron, today waived formal procedures and issued entry permits for 130 waifs who will go to adoptive parents in Australia.

Temporary entry permits have been issued to the other 70 orphans who are bound for new homes in Europe.

Special plans were prepared to take care of the

500 waifs Mr Daly says he will accompany to Sydney.

It is not known if Mr Daly will be given permission by the South Vietnamese Government to leave Saigon.

But if he does land in Australia, contingency plans have been made to provide hostel accommodation, food, clothing, medicines and Vietnamese-speaking interpreters for the children.

Foreign Affairs officials believe that most of the children Mr Daly plans to bring to Australia are bound for adoptive par-

ents in the United States and Europe.

Australia would be used as a stopover point for the flight, they say.

But Mr Daly said in Saigon the Australian Government had refused him permission to land in Sydney.

But he still intended to go ahead. "Let 'em stop us," he said.

"What are they going to do with my planes? Shoot them down? Let these people live with their foolish conscience in the eyes of the world."

Mr Daly said he would

be aboard the Boeing 727 flight to Sydney.

"If Daly is aboard, there's no further clearance needed," he said.

Mr Daly said he also intended to fly 1000 orphans to the U.S. in a DC8.

Mr Cameron today spoke to a representative of Miss Rosemary Taylor, an Australian woman who runs a refuge for orphans in Saigon, called Friends of Children.

Mr Cameron was told that there were 200 orphans at present in Saigon who were ready for adoption.

Mr Cameron immediately issued entry permits.

Mr Hamer said Victoria

would be prepared to accept any of the orphan babies if Mr Daly landed in Australia.

He said that flying refugees to Australia was not really the answer.

"We should be supporting them in their own land."

He said he had sent a telegram to the Prime Minister, Mr Whitlam, saying that the State Government would send food and medical supplies to South Vietnam.

Mr Lewis said the Vietnamese children would be welcome and his government would do all it could to help them.

Mr Lewis said the NSW

Government was prepared to send volunteers to South Vietnam to help in emergency services.

The NSW Minister for Youth, Ethnic and Community Affairs, Mr Maugher, said the "full services of NSW" had been offered if the federal authorities allowed children evacuated from Vietnam to land and stay in NSW.

Sir John Knott, a director and vice-president (Australia and New Zealand) of World Airways, said today: "I was not asked to make any arrangements for any flights into Australia."

• Mr Daly, 52, heads World Airways, a charter

LATE

169,207
daily sales
• HOLIDAY WEEK

company which has been flying the rice run to Phnom Penh and refugee flights in Vietnam.

Against the advice of the U.S. Government, he ordered his Boeing 727 into Da Nang on Saturday and collected almost 400 refugees.

South Vietnamese soldiers trampled women and children to get into his plane, and then tried to blow it up with grenades before it limped away for a near-crash landing in Saigon.

Mr Daly received an injured arm in the melee.

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MELBOURNE, WEDNESDAY, APRIL 2, 1975

40 PAGES



Airline chief Daly

● A day in the life of a Mr \$300 million — Page 14.

A day in the life of Mr \$300m.

World Airways president Edward Daly was on the last flight in and out of Da Nang on Saturday.

He ignored the advice of U.S. officials, and took three of his 727s to the falling city to try to get some refugees out.

He was on the only one that landed. Rioting troops at the airfield forced him to send the other two back to Saigon.

And instead of refugees, his plane carried out troops, who

trampled and bashed women and children to get aboard.

Mr Daly, 52, stood at the plane's doorway trying to push back the soldiers.

UPI correspondent Paul Vogle, who was on the plane, reported: "They literally ripped the clothes off Daly, along with some of his skin."

Mr Daly returned to Saigon bloodied from scratches on his body.

It started as a routine trip...

From BOB McDONALD
NEW YORK,
Tues. — Colorful multi-millionaire Ed Daly is one of America's modern aviation pioneers.

"Believe me he has the planes and the money to do anything he says he can do," an American aviation authority told me today.

Daly is president and owns 82 per cent of the stock of World Airways, the biggest charter company in the world.

Daly, 51, bought it in 1950, two years after it was founded.

Then 25, he had founded his own company shortly after World War 2 to handle air freight.

World Airways is listed on the New York Stock Exchange and operates out of Oakland International Airport San Francisco.

Daly lives in an exclusive San Francisco suburb.

He is 6 ft. tall, 200 lb. and a flamboyant operator.

He drives a Lamborghini.

Told that he had flourished a pistol during his press conference in Saigon, a member of his staff in Oakland said "that sounds like him."

Aviation authorities described Mr Daly as "a millionaire many times over."

His company, which operates 15 jet liners, employs more than 1000 people.

It operates almost exclusively on overseas services.

It has been operating charters for the United States government and military forces since early in the Vietnam war.

One of Mr Daly's staff said today: "He went to Vietnam around March 25 on a routine inspection trip, just to see how the operation was going."

"We haven't heard anything from him about the plan to fly children to Australia. But this place has been a madhouse today with people phoning us."

Mr Daly made a spectacular appearance on American television last night.

In an emotional statement from Saigon he described the scenes of soldiers and refugees trying to board his aircraft as the worst sight he had ever seen.

The interview ended emotionally in mid-sentence.

Since Watergate, he had been under investigation for making a \$100,000 donation to a fund to re-elect former President Nixon.