



Agence France-Presse

MRS. BOTHA VISITS CRASH SURVIVOR: Elize Botha, wife of the South African President, P. W. Botha, speaking to Vladimir Novoselov yesterday in Pretoria.

Mr. Novoselov was the flight engineer of the Soviet-piloted twin-engine jet that crashed in South Africa killing President Samora M. Machel of Mozambique.

Mozambique Future: Doubts Raised

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Special to The New York Times

JOHANNESBURG, Oct. 23 — Not long after he took power in 1975, President Samora M. Machel of Mozambique was invited to Zambia for a ceremony in which he was given the keys to a northern copper-mining town.

News Analysis The black aldermen of Ndola, a conservative town, borrowing the traditions of their erstwhile British colonial rulers, turned out in black robes and white wigs to hear the newcomer speak.

"The revolution of the people of Ndola," President Machel said in the ringing oratory that was one of his hallmarks, "is an integral part of the revolution of the people of Mozambique."

The comment was translated from Portuguese into English by a youthful aide, Fernando Honwana, who was educated at the University of York in England and who became one of the Mozambican leader's most trusted advisers.

To Ndola's elders, unused to such radicalism, the remark caused an uncomfortable stirring.

Now both the author and the translator of the statement are dead now, killed Sunday night inside South Africa when a Soviet-piloted TU-134 twin-engine jet crashed on its way back from a meeting of African nations in Zambia.

Yet, in a roundabout way, Mr. Machel's comment almost a decade ago has proved prophetic for a region in turmoil.

Then, as now, Mozambique's destiny is interwoven with that of black-ruled,

landlocked allies in Africa's interior, among them Zambia and Zimbabwe.

And then, as now, Mozambique's "revolution," like that of some of its neighbors, is incomplete — an expression of political freedom offset by economic dependence on black-ruled Africa's principal foe, South Africa, and undermined by a long-running rebellion in Mozambique by anti-Machel guerrillas sponsored by South Africa.

Hence, the implications of Mr. Machel's death reach far beyond the hilltop where his jet crashed close to the confluence of the borders of South Africa, Swaziland and Mozambique.

In the game plans that outsiders, and some Africans, write for this region, Mozambique is cast as a central player: with ports on the Indian Ocean, and rail lines to black-ruled Africa's interior, it offers a potential alternative to the trade routes through South Africa on which many African nations depend for their access to the world's trade routes.

Rail Lines Closed

One rail line, from Zimbabwe, has been closed since 1984 because of rebel attacks. Another, running from Beira, on the Mozambique coast, to the Zimbabwean border town of Mutarara is guarded by thousands of Zimbabwean troops but has nonetheless been sabotaged. A third, running from Nacala, also on the coast, to Malawi, a country accused by Mr. Machel of being a rebel stronghold, was chosen by Mr. Machel as a training ground for Mozambican elite troops led by former members of Britain's S.A.S. commando unit.

The ports and rail lines have as-

sumed a special significance since the United States and other Western nations imposed sanctions on South Africa, since they offer black-ruled nations a potential line of escape from any countersanctions Pretoria might decide to impose on its neighbors.

Equally, they offer a temptation to hard-liners in South Africa: were Mozambique to be run by a pliant government, then those same ports, particularly the harbor in Maputo, Mozambique's capital, would offer a gateway for sanctions-busting.

The issues do not stop there. Mr. Machel's personality left a deep imprint not only nationally but internationally as well. In 1979, he and Mr. Honwana played a central role in persuading Robert Mugabe, now Zimbabwe's Prime Minister, to talk with Rhodesia's white rulers at the Lancaster House peace negotiations in London that led to independence after a seven-year bush war. Last September, Mr. Machel was invited to the Oval Office.

In his absence, more questions arise than easy answers. Will a successor for instance, have the power and personality to run a nation debilitated by a decade of war and drought and mismanagement of an economy left in tatters by fugitive Portuguese settlers at independence in 1975? And will the anti-Government rebels of the Mozambique National Resistance seek to press an advantage now that Mr. Machel is dead?

Some political commentators say they think Pretoria had undergone a policy shift even before the plane crash.

In the past, these analysts said, Pretoria's wisdom was that an unstable, avowedly Marxist Government in Maputo offered no real threat to South Africa and cost nothing. A pro-Pretoria government, by contrast, might prove costly to support and brief of tenure in the face of opposition by other African states. A renewed guerrilla c-

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