

# PASSAGES

Cross-Country Skiing / Increasing Your Self-Awareness





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NORTHWEST ORIENT'S INFLIGHT MAGAZINE

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## CURIOUSER WAYS OF LEISURE

With  
Anne Sanders



## Self-Awareness

It is often said that leisure time is the price we pay for civilization. As technology progresses beyond industrialism and "time on my hands" is a way of life, loss of identity comes to be more and more keenly felt. Pride in one's work becomes non-existent, and personal productivity is reduced to pushing papers around a desk. As we are forced to fast-pace our lives to the tempo of the world around us, the need for "inner peace" looks more a necessity than a luxury and the search for "job satisfaction" becomes a full-time occupation in its own right.

"See me, feel me, touch me, heal me" is the new credo gradually finding its way in Mr. and Mrs. America's life-style, both at home and at work. When big-time corporations take on Maharishis as consultants to teach executives how to meditate, and when the American Management Association runs sensitivity-training sessions for its members, we know that the quest for self-education and self-knowledge is becoming as much a part of America as the midnight snack.

The various combinations of meditation and organized relating, known alternately as retreats, encounter groups, T-groups, sensitivity-training sessions and the like are now being explored as routes toward putting the individual in touch with himself and with others, thereby increasing his efficiency in his work and increasing his share of our society's social and material rewards. This *increased productivity* is the message of those who advocate what is fast becoming an

alternative to sitting in front of the television with a can of beer. "I am afraid; I don't want to know who I am." This is the common response to that message. Self-education, however, is not psychoanalysis. And the one, like the other, is not for everyone.

Business executives are flocking to personal growth labs and self-development workshops offered by such firms as American Behavioral Science (Detroit) and Leadership Development Associates, Inc. (Westwood, New Jersey). These companies specialize in programs designed to improve corporate effectiveness among their clientele. Through encounter groups and various types of meditation, business executives hope to revitalize their creative powers, and find new and better ways to relate to their colleagues and underlings, in order to perform more efficiently on the job and meet the daily challenges of the business world in a refreshed and productive manner. In some cases, an entire department of a firm will attend these training sessions; in other cases, management will select key individuals to attend, sometimes even with their wives. Flexible enough to meet the special demands of modern business, programs can be conducted on an "in-house" basis or in another, more neutral, environment. Some programs last a week or ten days, others run for just the weekend.

The International Meditation Society, headquartered in Los Angeles, is an organization of businessmen and professionals, who practice and proselytize Transcendental Meditation. TM, as it is referred to, is a means of increasing and rejuvenating creative dynamic abilities in the individual by the release of physical and emotional fatigue. Its purpose is to recreate and refine the full potential of an individual's creative intelligence by relieving him of self-destructive and debilitating tensions through meditation. These techniques are taught at most colleges and universities by disciples of the Maharishi Maresh

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Close on the heels of the businessman seeking greater profits in terms of creativity, energy and efficiency is the individual interested in developing and improving personal effectiveness. To this end, many spend weekends, others as much as entire summers in pursuit of this goal. "Bob and Carol and Ted and Alice" are only a few of the thousands descending upon the different institutes and weekend workshops now rapidly being made accessible throughout the country.

Esalen Institute (San Francisco), considered a major pioneer in the experiment to realize more of human potential through a combination of sensory awareness and meditation, sponsors many different programs, tailored to the needs of businessmen, educators, psychologists, religious leaders and all those eager to plumb the depths of human consciousness. Esalen-directed workshops conducted throughout the country, as well as their research and residential programs

are dedicated to "spiritual rebirth" as a means for achieving self-fulfillment in work and leisure time. Through an arrangement with Viking Press, the Institute publishes its own books which result directly from its programs. Big Sur Recordings (P. O. Box 4119, San Rafael, California) publishes tapes, cassettes, and LP's made at various human growth centers, chiefly Esalen, for those who want to undergo a "peak experience" at home.

"Who Are You?" asks the Center For The Whole Person, Inc. (1633 Race Street, Philadelphia, Pennsylvania). The Center's catalogue includes workshops in yoga; primal experiences; sense, sensitivity and sensuality; and even one entitled "The Joyous Language of Touch." Encounters are held for youth groups, singles, couples, in addition to regularly scheduled "drop-in" encounters every Wednesday night. As with most other programs, the Center offers weekends and workshops in areas other than home-base Philadelphia.

Dialogue House Associates (45 W. 10th St., New York) is one of those that offers programs throughout the Midwest as well as

along the east and west coasts. Their regional offices are located in New York, Boston, West Palm Beach, Des Moines, Palos Verdes Estates, San Anselmo, and Unity Village, Mo. They sponsor workshops in personal growth as well as in professional training. Like the others, their method contains a strong dose of meditation.

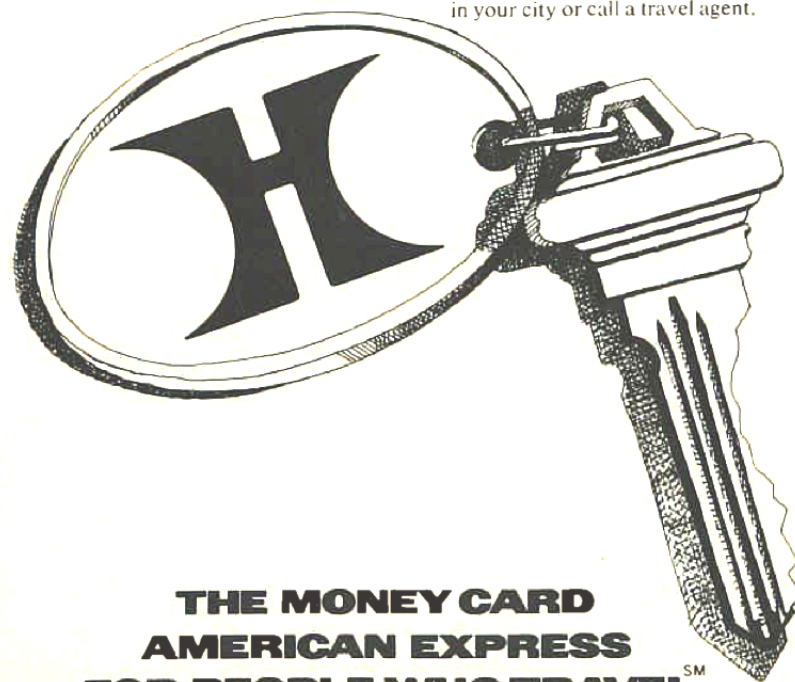
The exploration and development of human awareness is the goal of Bucks County Seminar House, Inc. at Erwinna, Pennsylvania. Offering workshops that run the gamut from Zen Buddhism to the basic encounter group, the Seminar House is backed by an impressive Board of Advisors and is strengthened by a direct link-up with many other similar organizations.

From Seminars for Group Studies (Chicago) to the Gestalt Institute of Canada (Vancouver Island) there are enough workshops and institutes being held at any one time for any one person to find his own niche. There are those that are directed toward specific occupational groups, others toward age, sex and religious affiliation. A central clearing house, where one can find out more information about suitable workshops and institutes is the Association for Humanistic Psychology at 584 Page Street, San Francisco. They publish a list of growth centers, a Newsletter and a Journal. In addition, they sponsor a book ordering service for the purchase of books, tapes and films.

Whether you are a businessman looking for greater productivity on the job, or a three-day weekender looking for more creative use of spare time, there is sure to be something for you. Before trying your hand at America's newest favorite pastime, however, it is important to check out any program through professionals. Look for trained personnel with good credentials. Like anything else involving the human mind, there is a potential danger in the wrong hands. Each institute has a definite angle and specific philosophy, and it is best to know the approach of a group before getting involved. In any case America is becoming more and more aware of the values of the deep think. ■

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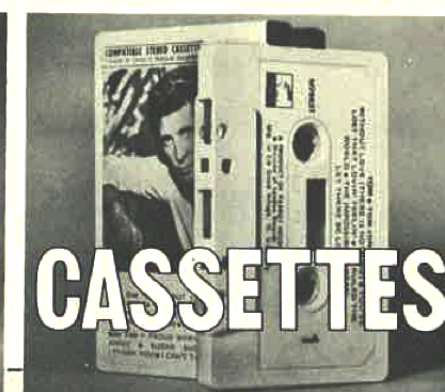
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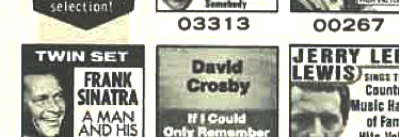
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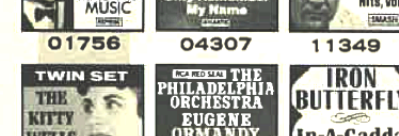
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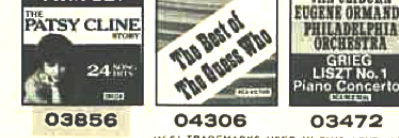
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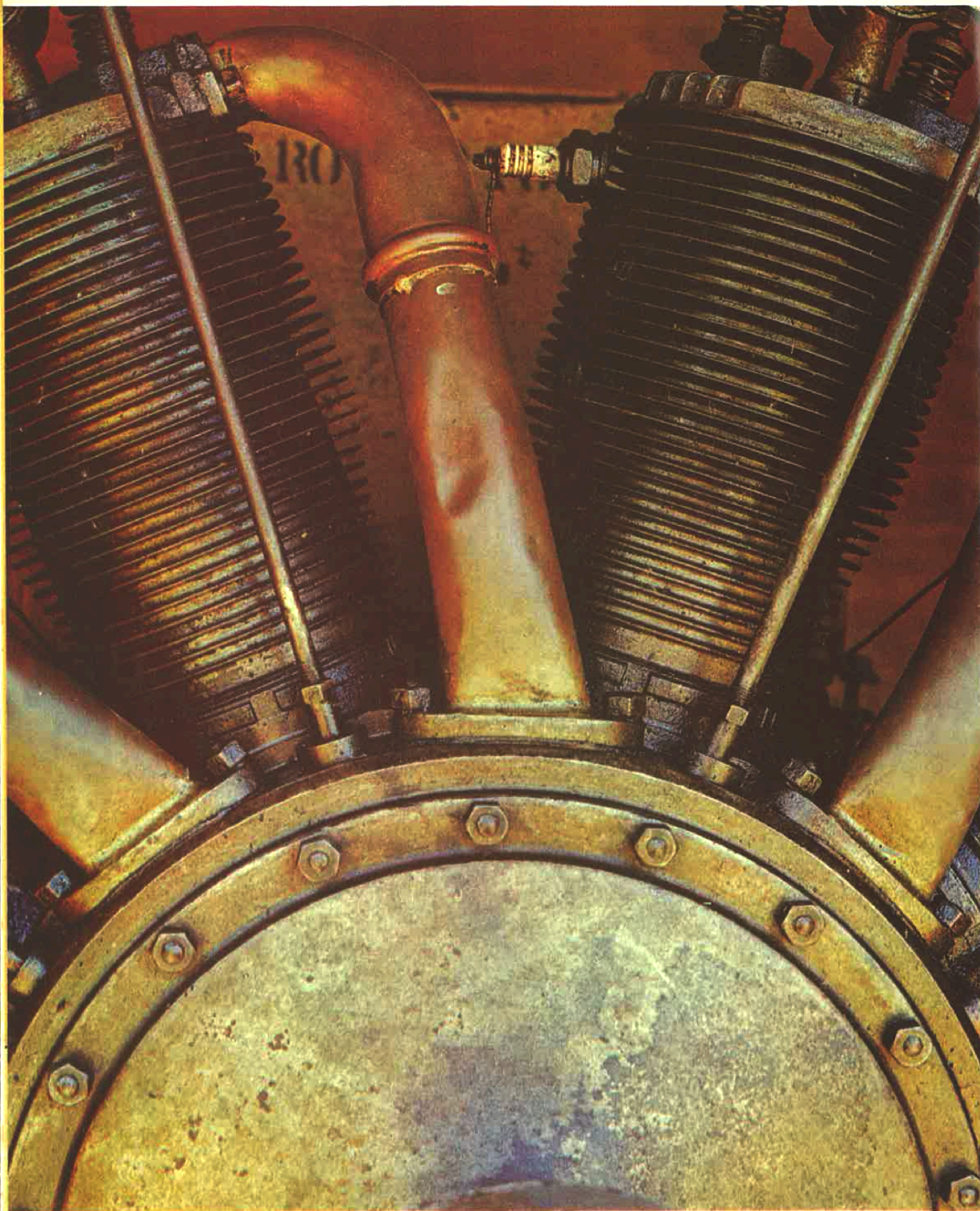
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## PART II

# “Before Men Walked on the Moon...”

By Bill Kidder  
as told to  
Ralph Thornton

On Sundays we often had to call the police ourselves to unsnarl the traffic jam at our field. Once General Billy Mitchell flew in; but there was always something going on — parachute drops and stunt flying — to draw a crowd. During our first year we sold all those surplus planes from Lonoke, and over the years we sold a total of 275 airplanes off that field.

When we first started carrying passengers many of them would ask questions like “What would you do if the motor quit?”, as they evidently had had that trouble with their cars. Bill Reagan, my first pilot, had a standard answer for that. He would point to another airplane not in service and say, “We will send for the tow plane.” That seemed to satisfy them. He even had a sign made: “Tow Plane,” and whenever we had a crowd he would hang it on the side of a plane.

Everybody wasn't crazy about aviation in those days. One day when one of my pilots was testing a plane the stick dropped out of its socket while he was at the top of a loop and he had no control over the airplane (we found later a

mechanic had neglected to put a cotter pin in the bottom of the stick to hold it in place). Regaining some kind of control, he glided a couple of miles and landed upside down near a house, caving in a trash can, knocking down a clothes pole and damaging some sod. The pilot emerged with a black eye. I offered to pay the house owner for the damages but he said, “Forget it. Get your truck and haul the wreck away. Tomorrow I will get a new can and clothes pole and the damages cannot be over \$20.”

A few days later, however, an attorney came to the field and served a suit on me for \$7,000 damages. The complaint was almost a classic. It said our plane had “crushed the plaintiff's washstand and laundry and fixtures of plaintiff's property, tearing down telephone and light poles and tearing up plaintiff's yard,” and that “great crowds of people attracted to the scene by said dangerous instrumentality (our plane) an attractive nuisance, crashed into and gathered about plaintiff's property, greatly

damaging the same, breaking fences, tearing up the soil and tramping shrubbery and plants.”

The plaintiff and all the members of his family had been, it said, “put to great and continuing annoyance and inconvenience, lost their privacy, been deprived of the sunlight and the unobstructed view of the empyrean blue, and been subjected to the swoops and hovering of airplanes with all the menaces of falling objects, dropping ballast and uncontrollable descents of Frankenstein nuisances.”

There was more, but I liked the “empyrean blue” best. Perhaps that's what I had liked most about flying all this time. We settled the case for \$50, including attorney's fees.

We also took aerial photos of train wrecks, cyclones and other big news stories for the Twin Cities newspapers. And once we flew movies of the Dempsey-Gibbons fight in Shelby, Montana, to Minneapolis, where they were sent on to New York and shown by Pathe News on Broadway twenty hours after the fight ended.

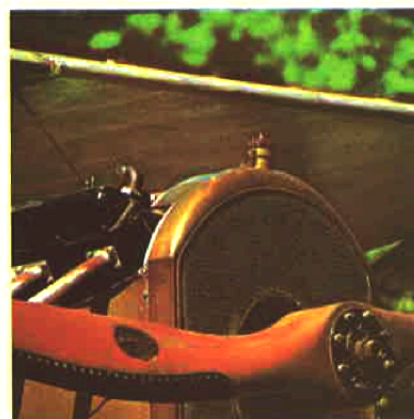
The FBI, which forbade transporting of such movies, never knew how we got the pictures out of Shelby. It was simple — while they searched our plane a motorcycle was carrying the films to a field far out of town, where our pilot stopped to pick them up after leaving the Shelby airport. Oh, we were clever.

Politicians hired our planes to make speeches from the air. We searched for missing boats on Lake Superior and did aerial mapping which was used by companies for timber estimating. Once I was called to Seattle by the Boeing Airplane and Timber Company to estimate the cost of mapping several hundred thousand acres of mahogany they had acquired in Nicaragua. Since it was too big a job for us, I referred them to Fairchild Aerial Mapping Company.

On one local mapping flight in the fall of 1921, Paul Hamilton, one of my aerial photographers, was coming in from a trip. He had one plate left in his camera (we used large glass plates instead of film then) and had the pilot circle over the river dam at the Ford Motor Company plant on the Mississippi River in St. Paul. »

Long before men walked the moon they used to propel themselves through the air with motors such as this one from a Curtiss Jenny. This is the second, and concluding, part of the story of Captain Bill Kidder, the man who launched Northwest Airways.





Other close-ups of a Curtiss Jenny.

It was Thanksgiving time, the leaves were off the trees and he got a wonderfully clear picture. When he turned it in I said, "Paul, have this enlarged as big as you can." It was blown up to three feet by five feet. I had it framed and mailed to Henry Ford with a Christmas letter. It later proved to be a fortuitous move.

Mr. Ford replied, and the next summer he wrote me that the National Air Races were to be held at his new airport in Dearborn, Michigan. He invited me to come as his guest and to bring along samples of aerial photography as he was interested in Muscle Shoals and wanted it mapped. I flew down with one of my pilots and we were royally received, later winning one of the light plane races at the show, which surprised me as much as it did Mr. Ford.

When the Twin Cities-Chicago air mail bids were first opened a man named "Pop" Dickenson of Chicago got the contract, and since he had been at my field he called me and said I was to be his Twin Cities manager. He said he needed a field in St. Paul to handle the mail planes, so I contacted Col. L. H. Brittin, who was the industrial promoter for the city

of St. Paul. He obtained options on what is now Holman Field and the city approved a special bond issue to spend \$295,000 on the field.

Then Dickenson began losing so much money on the air mail flights he decided to quit. This put Brittin and me in a bad spot because for weeks we had been on the knife and fork circuit speaking about the necessity of a favorable vote on the bond issue. Pop held on another couple of weeks, then gave up. So it looked as if it was up to Brittin and me to come up with someone who could take over the contract.

Brittin asked me who we could get in a hurry to back an airline. I suggested Henry Ford since I had met him, and Brittin had been instrumental in arranging for the use of the dam by Ford's company. To make a long story short, I wrote to Mr. Ford and was invited to come to Detroit and tell my story. We met in the Detroit Athletic Club with 30 prominent automobile multi-millionaires.

I painted a picture of how James J. Hill, a poor riverboat pilot, had started the Great Northern Railroad in St. Paul, and how the time was ripe for a successful airline venture. They bought it, and we left that

room with thirty signatures on the dotted line, each of them putting up \$10,000.

We returned to the Twin Cities and started flying with my planes. Out came the paint pot, the word "Curtiss" on the fuselage was painted out and "Northwest" remained. The first flight of Northwest Airways was October 1, 1926. The mail was so light our pilots could have carried it in their pockets. But since we were paid \$2.75 a pound for carrying it and the postage on a pound of air mail was \$1.60, I asked the Superintendent of Air Mail if we could send advertising matter via the air mail service to different postmasters for window display. He approved, so we varnished up some old propellers and had them lettered "USE AIR MAIL." They weighed about 100 pounds in their crates, and every time we mailed one to a postmaster we realized about \$100 profit.

We hired Northwest's first pilots — Dave Behncke, who later became president of the Air Line Pilots Association, and Ed Ballough, the fellow who had been flying the plane that obstructed the "empyrean blue." Charles "Speed" Holman, for whom Holman Field was named, was another of our early pilots.

We needed better planes, and I was assigned the task of getting them. I went to Detroit to get new planes from Eddie Stinson, who was making them. I talked him into giving me three planes though they were earmarked for other buyers, and we were finally off and flying in great style. Those Stinson "Detroiters" were the first of Northwest's many fleets of airplanes. Later came the famous Ford Tri-motor, designed by one of Henry Ford's engineers, Bill Stout, who was the first secretary of Northwest Airways.

Today when I fly in the new jets I marvel at the many instruments in the pilot's "office." What a far cry from the days of our little kites, when we were lucky to have a tachometer, compass and altimeter — and often had to guess the time of day.

When things got going pretty well with the airline I decided not to stay with Northwest — Airways, that is. My Curtiss Northwest Company was doing well and we

were making good money from aerial pictures and charter work. Besides, I had a warehouse full of wings and other airplane parts to get rid of.

I had thought Col. Brittin would let me take care of operations for the airline — I knew all the pilots, having sold them all something or other over the years. I was supposed to be general manager, but Brittin did all the managing. I knew I could stay if I wanted to fight with him all the time, and it didn't seem worth it. It's so long ago I'm not sure I was even paid a salary for the time I worked. I know I never charged them anything for the use of my planes or for procuring the new planes for the first fleet.

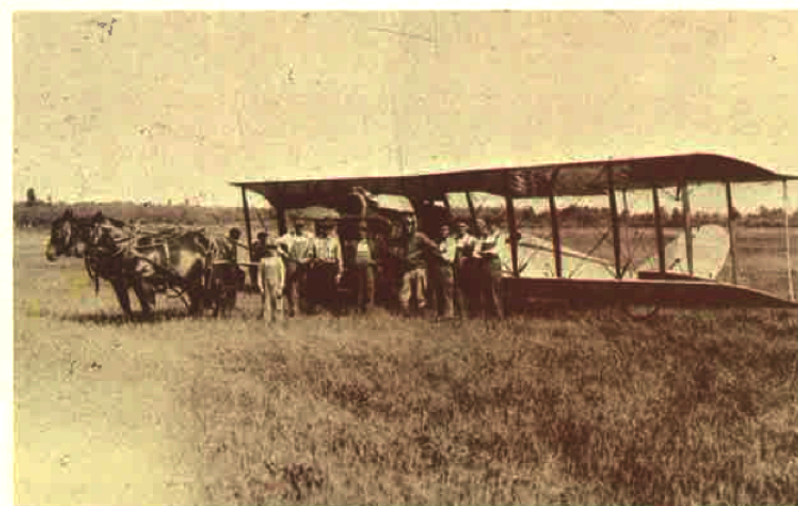
I also loaned hangar space and planes free to the Minnesota Air National Guard to help them get started. Heck, it was no more than any civic-minded person would have done in those days. I always had enough to eat and making a million dollars was not my goal.

Anyway, I walked away from Northwest Airways shortly after that, just put my hat on and walked out — no stock, no equity at all to show for it. My wife of the past twelve years, Rene, says it never would have happened if she had been married to me then. Well, maybe it wouldn't, but I accomplished my objective — to get an airline started for the Twin Cities, one that could use our new airport and serve the citizens with passenger and mail service. So I left.

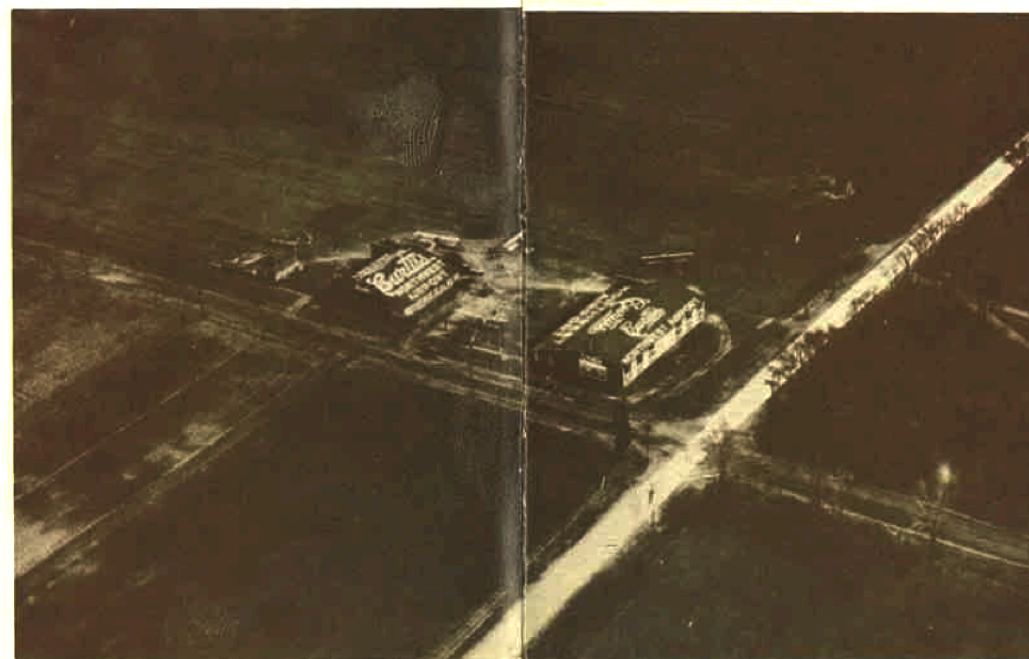
I did all right in real estate after finally leaving the airplane business in 1930 and never regretted not owning a chunk of Northwest Airways — even today when it is the most profitable air carrier in the nation and the second oldest in continuous operation. I even pay for my own tickets whenever I ride the new Northwest jets to the Orient and the west coast to visit my grandchildren.

Those visits are less frequent now that I have a heart pacemaker in my chest and at eighty-four years I am beginning to slow down. But it's satisfaction to know they regard me at Northwest as the originator of the company.

After all, I am the only kid in my block who can say he founded an airline. ■



(Above) Sometimes the older planes needed just a couple more horsepower to get going. (Right) The first Curtiss Northwest Airport serving Minneapolis and St. Paul (1918).





(Part Three Of A Series)

## The Six Crucial Stages In An Executive's Career

By Col. Willard F. Rockwell

*Colonel Willard Rockwell, who recently celebrated his eighty-third birthday, remains active in business as a director of Rockwell Manufacturing Company, North American Rockwell Corporation, and other firms.*

### The Big Move

After all those sensitive decisions in the executive's life that we have been discussing, there comes at length one that towers over all the others. It is supersensitive. It is the key moment in his career. It is "the big move."

For some, it is the decision to leave a company where your progress is blocked and join a company where the age and inclination of those in power seem to indicate a change for you to move to the top. The big move for Thomas J. Watson, Sr., I suppose, was from National Cash Register, where he had been accused of restraint of trade, to a firm called Computer-Tabulating-Recording Co., which had its name changed 10 years later to International Business Machines.

For others, it is making up your mind to go into business for yourself. This was the case with me, and that decision cut short the years of searching for the right path.

After leaving behind the champagne cider plant (as a matter of fact the place burned down), I joined Mr. Clinton Scovell, a certified public accountant who wanted to add an industrial engineering consulting service. I organized the new service and gained wide experience as consultant to many companies in New England and elsewhere. Then a former client asked me to take charge of manufacturing and engineering in the Cleveland plant of Torbensen Axle Co. Actually I was starting from scratch, because Torbensen's axles had been made until then by a sub-contractor.

In three years we became the largest manufacturer of truck axles in the country, but I wasn't at

all satisfied. It seemed to me that our product was in danger of becoming obsolete. I recommended two new types of axles, was turned down, and in 1919 took my savings and bought a rather delapidated axle plant in Oshkosh, Wisconsin. There I planned to prove my theories and, incidentally, began making a fortune.

That was my "big move." Like that of so many other entrepreneurs, it was only the prelude to decades of turbulence and toil, and again like many other ventures, it was immediately followed by pure panic. There was a bad recession in 1920, and then the government chose this moment to dump its huge surplus of World War I Army trucks. Suddenly you could buy a truck cheaper than one of our axles. My brother and I and our little management group took grim counsel. Were we out of business a year after we had begun?

We didn't think so because we had confidence in the next kind of axle I had patented — an axle with a double-reduction gear instead of a worm gear, which made for less lubrication problems and better shock distribution. I chased the president of Ruggles Truck Co. to Florida, interrupted his vacation, and persuaded him to try out the double-reduction axle in their new line of light trucks. It was a success, and other truck manufacturers became interested.

Torbensen, my old employer (now Eaton Manufacturing Co.) came out with a mysteriously similar gear. I sued for infringement and won. Thus a business was started, a business that later became Rockwell-Standard Corp. and finally one-half of North >>





American Rockwell Corp.

About that same time I was offered the management of a metering and regulator company which the Mellon interests had bought in Pittsburgh. This later became Rockwell-Manufacturing — and today is a separate entity from North American Rockwell.

This urge to be an entrepreneur is still very strong in the American managerial mind. It's said that as many as 100 former employees of Hughes Aircraft have set up their own businesses at one time or another. The percentage of success is not given. Many who make the big move in this fashion are soon compelled to make another big move back into the ranks of employed managers.

Sometimes, the big move comes when the owner of a small private company decides to go public, which is a very different matter from starting the business. Or it may come when he decides to sell to a larger company that he hopes in time to dominate.

Perhaps the big move is a moment of discovery, such as the day when Joseph Wilson, routinely going over some trade literature, read in a magazine called *Radio News* that an inventor named Chester Carlson had a process for dry copying. It was not until he succeeded his father as president of Haloid that Wilson began to buy rights to the process, but the big move began that day in his office when he was flipping through a trade magazine. That's one reason why I still spend four hours a day similarly occupied.

### The Grasping of the Goal

If a man is truly successful, this is an exceedingly difficult stage to define. What is success? Where is the peak of the mountain? Perhaps, it's better not to know.

Nevertheless, in retrospect, a man may be said to have reached his goal when he becomes the chief executive officer of a great corporation, after all those years of planning and struggling. Or, somewhat more realistically, the goal may be said to have been attained when the man has put in five years as chief executive officer and the company still hasn't gone broke.

The entrepreneur, perhaps, never reaches a goal at all. By the

time he completes one project there is already another one that is occupying his mind. Eventually, however, we all look around us and find that the concerns of a lifetime have begun to be replaced by a whole new set of concerns. And this may be the beginning of a new and even finer phase of the life of an executive.

### The After-Life

These days it is not at all uncommon to find a successful businessman turning to another career when he is in his prime. Norton Simon became so interested in art collection that it became almost a vocation, after which he turned, by some progression of logic, to politics. Then, very recently, the chairman of the company Simon had created, 42-year-old Harold M. Williams, left business to become dean of the Graduate School of Business Administration of UCLA.

George Romney and Charles Percy also turned to elective office and became recognized leaders of their party. And men like Howard Samuels of New York and Howard Metzenbaum of Ohio are also in the thick of political wars.

Other executives go from company to company, attempting to repeat their success and, perhaps, relive their youth. And some seem to go on doing just that indefinitely. It should be noted, in this connection, that most professional corporate managers do not make huge fortunes. Charles E. Wilson had amassed \$3.5 million when he left General Motors. Robert McNamara left Ford with only \$1 million. This is wealth but not, by today's standards, great wealth.

My own solution has been to avoid anything like retirement. Until recently I have continued to work seven days a week, walking up to my third-floor office and keeping in daily touch with 50 plants. Sometimes this period of life, with success well-established, can be the most fruitful of all from a business point of view. It is a time to experiment with new techniques of such things as management organization. It is a time to make use of the totality of experience, whether aiming a company in a new direction or exchanging ideas with old friends at conventions.

I have seen my share of public service, such as working during the Eisenhower years on a commission to study foreign aid and make recommendations for improvements. Some of this I enjoyed, but I have never troubled to hide my opinion when I thought I was being sent on a fool's errand. However, I have never hesitated to help when and where I could.

At various times I have tried to alert the business community to coming dangers, such as the balance of payments crisis which has now arrived; and I have tried to alert the nation in general to unhealthy trends as the drift away from free enterprise. I have, in my time, denounced a good many government officials and programs, and I have visited Russia to enjoy the dubious pleasure of a lecture from Khrushchev.

In spite of everything I've said, in recent years I have heard myself described as "mellowing," and becoming "gently introspective." I stoutly deny it. Back in 1948 some friendly pickets invited me to march around one of our plants with them, and I accepted a sign and took a couple of turns with them. But I wasn't mellowing then and I'm not now.

Business has been fun. So were the hundred or so awards I have been given. So was my junket over both poles in a chartered 707 back in 1967, which set eight speed records. And so is my present hobby, which is building brick walls on the hillsides at home.

But business, national and world affairs are also fun. And they are the finest of all amusements for an executive who has long since grasped the major goals of life. ■

This marks the conclusion of the series by Colonel Rockwell.







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## If You Can Walk

## You Can Ski...

by William J. Lederer

I, Bill Lederer, took up cross-country skiing at the age of fifty-six. I had drifted into skiing haphazardly, buying my second-hand equipment at an auction. The total cost for skis, bindings, boots and poles was \$11. Putting them on, catch-as-catch-can, I went out on the snow and began fooling around.

Whatever was possible to do wrong, I did wrong. Beginning then, I have fallen into just about every square inch of snow in Caledonia County, Vermont. But I never got hurt — not at all — and I had great fun.

The day I first skied the several miles to the village for mail because the snowplow was late getting through was the day that cross-country became a passion of mine. I knew I had to learn how to do it properly.

I realized that I would have to find a professional instructor. I began by asking every cross-country skier I met. The name Joe Pete Wilson was mentioned so often by so many people that I decided Joe Pete was the teacher for me. It was a happy surprise when I discovered that he lived near me in Vermont's Northeast Kingdom.

After the first lesson (in which he taught me to bend my knees), I felt like a tiger and began to ski terrain which had previously frightened me. After several lessons from patient and skillful Joe Pete, I had a hankering to ski tour with the local experts; and, to my astonishment, I was able to do so.

The fact that I am middle-aged, not particularly athletic, had no previous skiing experience and had still learned how to get around fairly well on skis fascinated both Joe Pete and me. If I could learn, couldn't anyone learn

cross-country skiing?

We wondered if a method could be developed for teaching cross-country to anyone — old or young, experienced or inexperienced. We formed a partnership to find out.

We learned that although middle-aged novices do not have the rapid reflexes of teen-agers, they are able to apply techniques almost as quickly — provided they learn the early basic lessons slowly and well. Of course, teen-agers are able to move along the snow at a faster pace during the first tour. Also, they have a better sense of balance during the downhill runs. But, in some instances, the middle-aged skier — because of his more relaxed pace and high motivation (to show that middle-age isn't so bad after all) — is able to go longer distances and with less noticeable fatigue than the younger person.

In some cases, "older" skiers seemed to have a higher stamina factor than kids. This may be due to the fact that "older" people are laughing more and accepting the cross-country touring as fun, not as the grimly serious, competitive action which often stimulates teen-agers. Perhaps, it comes from psychological stimulus, resulting from the "stay young" obsession which seems to belong uniquely to our culture.

But what is cross-country skiing (the general sport also known as ski touring, Nordic skiing and XC)?

Basically, cross-country is traveling over snow on inexpensive wooden skis. Little else is needed; and the skier can go wherever he wishes — uphill, downhill or on the flats. By skiing cross-country he can travel over snow faster than by any other means — except, of course, by snowmobile. (One advantage of cross-country skiing is that it provides an escape from the snowmobile, since the cross-country skier can tour where the snowmobile cannot.)

There are many reasons for the sudden growth in the popularity of cross-country skiing. It is a safe, natural sport. Wherever a person can walk in the summer, he can cross-country ski in the winter. He has the satisfaction of getting around the country on his own.

He is free of roads and alone.

A person touring on cross-country skis is independent of mechanical needs. Unlike alpine skiing, there is no lift, no line to wait in, no ticket to buy and no long auto, plane or bus trip to take in order to reach a prepared area.

It also can be a wonderful family and group sport for those interested in "togetherness." Cross-country is one of the few activities in our culture in which all of the family members can go out together (from grandparents down to small children) and perform as equals.

In Oslo, it is common to see trainloads of families riding out ten, fifteen or even twenty miles — and then, as a family, skiing home together.

Anyone who can walk can cross-country ski! ■

Excerpted from *Complete Cross-Country Skiing and Ski Touring* by William J. Lederer and Joe Pete Wilson, published by W. W. Norton & Company.

It is estimated that by midwinter of this year cross-country or Nordic ski enthusiasts in the New York/New England areas alone will number well over 100,000. Less than eight years ago this was an almost forgotten sport in the United States. Much of the credit for popularizing it belongs to The Ski Touring Council, a noncommercial membership committee founded in 1962 with the sole purpose of reviving cross-country skiing. Thanks to its leadership and activities, the Council has been greatly responsible for the comeback of the sport.

The Council publishes (for \$1.50) the *Ski Touring Guide*, which gives general information on ski touring, detailed information on layout and marking of ski touring trails, equipment, waxing, ski touring technique and tells how to arrange ski touring trips. In addition it tells what safety precautions one should take and provides a list of ski touring trails in the east.

For more details contact: R. F. Mattesich, President; Ski Touring Council, West Hill Road; Troy, Vermont 05868 (802-744-2472).





Photo courtesy of Bass Sports.

## The Freedom of Ski Touring by Harry Roberts

It begins with an almost disquieting awareness of your own body. You feel each muscle fiber as you swing the light bamboo pole forward and plant it with a chirp in the cold powder. You feel the winter air curling down your throat, and you delight in its clean crispness. Your balance becomes a tangible thing, a thing to hold in your hand, and turn around and around and examine. You sense the lean, lithe skis flexing to follow each small convolution in the trail. And when you stop, there's silence and the slow realization that winters in the past were that silent for all men.

You scoop up a handful of snow and munch it solemnly as you look at the lacy fieldmouse tracks in front of your ski tips. The trail winds off through the scrub and over a small rise, and for a second you're there with Etienne Brule, when Champlain's great voyageur first set his canoe on Lake Superior's choppy vastness.

The horizon beckons. Even when you know that over the hill is your own back yard and your neighbor's backyard and his neighbor's backyard. But somehow it's different; the equation is subtly altered. One man plus one pair of touring skis is not just one man on skis, but one *free* man on skis. It begins with awareness — it ends with the freedom of the winter forests. It's called ski touring.

I take issue with the oldtimer who stoutly maintains that any old ski and any old pair of boots that will fit into a beartrap binding are perfectly usable. True, it's better than not touring at all, but if your playground is the whole winter outdoors, it behooves you to be apprised of equipment that lets you take advantage of your horizons.

### The Skis

To begin with, there's the ski. Surprise, Alpine skiers. It's made of that latest miracle material — wood. And it comes in two touring styles. First, there's the standard touring ski, about 60mm wide at the binding point. Second, there's the light touring ski, often labelled *tur-lett*, *tur-langrenn* or *latu*. This light, airy confection is usually 52mm wide, and it is built in Norway; it's effectively as strong as its big brother, the touring ski.

For the backpacker with forty pounds in his Kelty, the standard touring ski offers a distinct improvement in lateral stability on soft snow. It offers little, if any increase in flotation — that being more a function of ski length than of surface area — but the wider platform, particularly when a pack has reduced your balance to less than optimal, is a decided advantage. Most skiers, I feel, however, are best served by a light touring ski. Ski touring is essentially the art of going somewhere quickly and easily, and anytime you pare a pair of pounds from each foot, you are buying a considerable amount of energy to be consumed elsewhere.

Your skis should extend from the floor to your upraised palm. This length permits the skis to plane as they should in powder, and provides the contact area so necessary in touring. As you do not turn a touring ski by warping the ski, the greater length also reduces the loading at the ski-snow interface and makes turning easier.

I will say emphatically that the multilayer laminate construction method used in the better Norwegian skis is by far the most preferable. The typical good light touring ski will have a hickory

sole, usually with lignostone edges (beechwood compressed in a phenolic resin to about a seventh of its original volume), beech side blocks, hickory, ash and beech in the top deck, an underlayment layer of hickory and a core of birch, spruce and fir in small, quarter-sawed blocks. One very high grade Norwegian ski, the *Toppen*, also has plastic reinforcement in the tips of all models, and in the binding area and tail of some. Skis of this quality will sell for less than \$40. Choose a ski that has a high camber, a progressively firmer closure, a soft tip and tail and a stiffer rear midsection than front midsection. A ski that is too stiff in the tip will not ride over irregularities in the snow. Too stiff a ski in the middle will result in a bumpy ride and insufficient ski/snow contact, while too soft a ski will concentrate loading in one area and not glide well. If you don't know a good Nordic skier to help you choose, go to a dealer who specializes in touring equipment, or to a good Alpine shop that has an experienced "tourer" in their employ.

### Boots and Bindings

For the day-tripping or overnighting tourer to use anything but a light touring boot is asking the man to pay a heavy penalty in weight — and lack of weight means less fatigue. Less fatigue means more pleasure. Along with the boot, the tourer should not generally encumber himself with a cable binding. The ideal touring binding is the pin binding, an aluminum plate shaped to fit the boot, with a loop of spring steel to hold down the toe over three pins which mate with »



three holes in the boot sole. It looks like nothing so much as a rat trap, and it should come as no surprise that the most widely sold of these bindings is called Rottfella, which is Norwegian for rat trap. I can hear a few Alpine skiers asking now about some means of holding down your heel for downhill running. To them I can only say that you really don't need it. You're not pouring down the Fall Line at Mad River Glen, you're touring.

#### Poles and Waxes

So now we have skis, light, flexible ones, and boots to match. And the boot's fastened to the ski by a pin binding. All we need now are poles and waxes. The poles are bamboo, they come from the floor to a point about midway between your armpit and your shoulder, and they have adjustable handstraps. They're light, springy, rather amazingly strong (they do crack axially at times, but a turn of tape and they're as good as new), and cheap. Don't use your old Alpine poles. They're too heavy, and they're not designed to flex like a Nordic pole. You use a touring pole as a definite assist with your propulsion, while a downhill pole is used like a glorified martini olive stabber.

And then there's the waxing. The beginning skier will probably be confronted with at least one of the three following waxes in the Northeast: Swix, Rex or Bratlie. Swix and Rex use the same color codes for their waxes, while Bratlie is a law unto itself. The novice can cover all his touring needs with three hard waxes and two fluid waxes. The fluid waxes are referred to as klisters. "Klister" is Swedish for glue, and you'll never really know why until you've used it. You'll also need a cork and a scraper and it's handy to have a torch, because it makes waxing that much easier. Rub the wax on the ski, warm it with the torch and wipe with the cork. Simple.



Photo courtesy of Liberty Bell Ski Wear.

#### What to Wear

It doesn't have to be fancy. Some prefer an old sweater and faded corduroy knickers. Let your spirit decide. Without lift riding, line standing, and other non-action activities which don't generate much heat you should be able to keep warmer than in Alpine skiing. Suggestion — dress in light layers which allows you to add or subtract as necessary. You should provide a rucksack or soft back pack to carry supplies.

#### Where to Go

I suppose that every article on ski touring must conclude with a list of places to go where you can tour. But if you feel that you need such a list, you've missed the point of touring. Parks, golf courses, campgrounds, woodlots, pastures, backyards — anywhere there's sufficient snow and no Posted signs

is fair game. If you're timid, you can try a weekend at one of the resorts that feature touring, like the Trapp Family Lodge in Stowe, Vermont, and ski on beautifully groomed trails with very, very competent Norwegian instructors, or you can spend a day or two on Woody Woodall's 50-mile complex of groomed trails at Woody's Cracker Barrel in South Londonderry, Vermont, and learn a great deal, too. Or you can betake yourself, books in hand, to the nearest vacant lot that's covered by at least a heavy frost, and begin on your own. You'll be further ahead for the instruction, believe me, but don't plan to spend your touring life on the groomed tracks. There's always that old logging road that runs between two ridges up to the height of land, remember? And it just might be time to find out what lies beyond. ■

Condensed from *Wilderness Camping*  
Apr.-May, 1971

## "The Creative Sights to See"

There's a pretty good chance that you are a *professional* traveler. We know that most of the readers of *Passages* travel frequently; some of you are on the road (in the air) constantly. You know your way around. Now we don't mean to turn off the infrequent traveler from this contest but the frequent traveler may just have a bit of an edge.

We know that by nature our readers are intelligent, observers of the scene. (The fact that you're probably now on a Northwest jet and reading this magazine can attest to that.) What this competition is all about is to have you tell us about one of your personally favorite places you've visited in a city flown to by Northwest Airlines. And we don't want the usual; nor do we want the places that take all day to observe with quality. So don't tell us about the wonders of Disneyland. Give us the nuggets which you have done up in a lunch hour or between meetings, or between cocktails and dinner. We are interested in off beat things which can be absorbed (for the first time anyway) in an hour or less. Any kind of place will do, ranging all the way from a hidden hiking path, to a vest pocket museum or even a very special restaurant.

So tell us of your "Creative Sights" — describing them in 100 words or less. You can include illustrations or photographs if appropriate, although these are not necessary. Describe the location of the "Creative Sight" because we want to be able to tell others about it. (Be sure Northwest Airlines flies there.) Entries will be judged on their originality and aptness. All become the property of Air Publications, Inc. Entry deadline, January 15, 1972.

Writers of the ten best entries will receive as a prize the latest edition of *The Encyclopaedia Britannica Book Of The Year*. (Sorry, we can't afford free trips to those "Creative Sights" this time out.) Winning entries plus others deemed worthy of honorable mention will be published in a future issue of *Passages*.

#### Send Entries:

Contest Editor  
*Passages*  
420 Lexington Avenue  
New York, N.Y. 10017



We had a little fun a while back and invited readers to submit one-sentence fortunes that might have been directed to an important figure at a critical time so as to change subsequent events. The following ten winners will be sent their prizes and be able to revel in their fame:

*Children should be seen and not heard. (Shirley Temple)*

Virginia Hinman  
Milwaukee, Wisconsin

*Beware of Greeks bearing gifts. (Maria Callas)*

George Barton, Jr.  
Waldorf, Md.  
and  
James McNally  
Norfolk, Virginia

*The wise man does not lay up treasure. The more he gives, the more he has. (Al Capone)*

John DeFrancesco  
Deerfield, Ill.

*Neither a borrower nor a lender be. (The first Rothschild)*

Stanley Bashkin  
Tucson, Arizona

*The pen is mightier than the sword. (The Three Musketeers)*

Joan Leizman  
Madison, Wisconsin

*Go fly a kite. (Icarus)*

Christine Albrecht  
Golden Valley, Minn.

*Eat, drink and be merry. (Father Flanagan)*

G. A. Payette  
Cohoes, N.Y.

*Don't call us, we'll call you. (Alexander Graham Bell)*

Walter Reedy  
Lake Milton, Ohio

*It is more blessed to give than to receive. (Scrooge)*

Michelle Hacker  
Southfield, Mich.



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photo by: Philip Canady

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## Passage Points

### Uncommon Boston

Boston has a Common of renown, but Boston is far from common. From the beginning an excellent port and noted for its vigorous intellectual life, Boston remains the gravitation point of New England culture.

For the vicarious artist, there is the Fine Art Museum with parts of its collection unexcelled in this country. This winter (Nov. 17 - Jan. 16), there will be shown more than 200 prints of "Albrecht Dürer: Master Printmaker," the famous fifteenth century master engraver and woodcutter born in Nuremberg, Germany May 21, 1471. His woodcuts, engravings, drypoints, and etchings have compositions ranging in subject from religious and allegorical to portraits and scenes of everyday life.

Also appearing as a major winter exhibit (Dec. 3 - May 28) will be 150 ceramics, textiles, small carvings and precious objects from the major Pre-Columbian civilizations of South America.

Many of the works are from private collections in the Boston area and have never been exhibited before. Location: 465 Huntington Ave. (617) 267-9300. Open: Wed. - Sun. 10 a.m. to 5 p.m., Tues. 10 a.m. to 9 p.m. Closed: Mondays. Admission: \$1.00 adults, children under 16 free, Tues. free for adults between 5 p.m. and 9 p.m.

For the extraordinarily vigilant hiker (i.e. one who can do a little walking and is dressed for the cold), there is the mile and a half trek along freedom trail. Fifteen major historical sites in the establishment of America's freedom stretch out between Boston Common and the Old North Church

along a route marked clearly by bricks imbedded in the sidewalk. First stop along Freedom Trail: Boston Common — oldest public park in America — set aside in 1634 for "feeding of Cattel" and a "Trayning field;" it also was the hanging site of those judged to be pirates, Quakers, and witches in the 17th century.

For the Seafarer put off by cold winter winds there is the New England Aquarium (with an excellent view of historic Boston Harbor). Warm and comfortable, one can observe penguins and a white octopus which turns bright red — among many interesting and difficult to come by sights. One can also actually watch scuba divers feeding the animals in the 200,000 gallon Giant Ocean Tank. Almost the entire first floor of the Aquarium is a Freshwater Tray inhabited by sturgeon, catfish, gar, bass, water birds, snapping turtles, snakes and the like. Location: Central Wharf, Atlantic Ave. (617) 742-8830; Open: 9 a.m. to 5 p.m. weekdays; 10 a.m. to 6 p.m. Sat., Sun., and Holidays. Closed: New Year's Day, Thanksgiving, Christmas. Admission: \$1.50 adults; \$.75 children through age 14.

Talking about the sea — Boston has many fine restaurants noted for their delicious . . . and *fresh* seafood. Try Dini's, 94 Tremont Street (between Park St. Church and King's Chapel). Open: Mon. - Sat. 10:30 a.m. - 10:30 p.m.; Sun. 11 a.m. - 10:30 p.m. Jimmy's Harborside, on Boston's Fish Pier is also famous for shore dinners, lobsters, steaks. Open: Mon. - Sat. 11:30 a.m. - 9:30 p.m. Closed: Sun. Call for Reservations: 426-6444 or 425-5353. For a cozy luncheon or dinner atmosphere, try Union Oyster House at three locations: at 41 Union St. 227-2750; at 143 Stuart St. 542-9091; at 12 Canal

(617) 742-8830; Open: 9 a.m. to 5 p.m. weekdays; 10 a.m. to 6 p.m. Sat., Sun., and Holidays. Closed: New Year's Day, Thanksgiving, Christmas. Admission: \$1.50 adults; \$.75 children through age 14.

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Before leaving Boston and the New England area . . . pause a little to do some antiquing. Charles Street, with more than 25 shops, is one of the antique centers of America. It is a street where the unusual is common and the antiquer is certain to find what he seeks along with new ideas for future purchases. You don't have to be an "antique freak" to enjoy a little browsing where anything might turn up from hand-blown pink stemware from Dolly Madison's era to an 18th century New Bedford whaling captain's sea chest.

. . . And when the noise and bustle of the city get too much for you, you can always meander through the surrounding hills. On many side roads, as well as main arteries, much retains the peacefulness and flavor of the 19th, 18th and even 17th century . . . from little shops, steeped churches, >>



and beautiful homes, to white-snowed hills populated by evergreens.

#### Gasparilla

Enough of the winter frost? Tampa has some surprises for those present on February 7th. A full-rigged, three masted, 164 foot Indianman (an 18th century sailing vessel) flying the skull and crossbones will sail up the Hillsborough River. Booming cannons and the staccato crack of pistol fire will announce the landing of a 400 man brigade of buccaneers in downtown Tampa . . . and the beginning of Gasparilla Day. Following the invasion, is three hours of parading, 50 floats, 25 bands, and countless buccaneers and pirate girls firing pistols and brandishing cutlasses.

Gasparilla Day is named after the infamous Jose Gaspar, a lieutenant in the Royal Spanish Navy before leading a mutiny. After the mutiny, he became a pirate operating from an island near Tampa from which he attacked

helpless merchantmen sailing the Florida straits. It may seem unlikely to memorialize the rascal, Gaspar, with an annual celebration, but it's only symbolic of the fun that goes on in Tampa. In any event, it's one of the most unusual and imaginative festivals in the nation — and one of the oldest — having been held annually since 1904.

The Florida State Fair (said to be the largest mid-winter exposition in the world) is always timed to coincide with the Gasparilla festivities. It begins February 1st, a week before the invasion and runs through February 12th.

Ybor City, Tampa's Latin Quarter, celebrates Gasparilla Week with the traditional Fiesta Sopa de Garbanzo (the annual Spanish Bean Soup Festival) held this year on February 10th. Those of Latin ancestry in Ybor make the scene dancing in the streets garbed in the traditional dress of their ancestors. As night falls, slabs of crusty bread and Spanish

Bean Soup await Gaspar and his crew and anyone else who joins in the torch-light parade through the Latin Quarter.

Traveling south from Tampa . . . all the way down — through Miami, over the 122 mile overseas highway . . . you'll find Key West — southernmost tip of the U.S. which can be reached by car.

On this island one and a half miles wide by four miles long, it won't take long to discover why it has long been an artists' and writers' haven. On the second floor of his pool house, situated in the old section of the island, Hemingway wrote most of his famous works in longhand. This house, now open to the public, still maintains the direct descendants of Hemingway's own beloved cats, and is surrounded by lush vegetation, towering palms, and tropical flowers and fruits, many of which were planted by Hemingway.

The open-air Conch Tour Train will take you on an hour and a half trip around the island and is worth the minimal fare. As you

pass through the "Old Town" you will find several architectural features distinctive of the Keys. All of the early homes have tin roofs — the cleanest way to catch rain water — which was vitally important before a fresh water pipeline from the mainland was built. Also you will find many iron-lace balconies — done by early settlers in a combination of Bahaman, Victorian and New England styles — fronting windows which are further protected by shutters or blinds to keep out the daytime tropical sun.

The Audubon House, built in 1830 by Captain John H. Geiger, is an interesting museum worth entering. Geiger had John James Audubon as his guest in 1832, and the naturalist lived and worked here while painting wildlife of the Florida Keys. The building was restored in 1960 and houses many of the original sketches of Audubon including his Double Elephant Folio and his Birds of America Portfolio.

The Old Island Restoration Foundation prints a brochure called "Pelican Path" which provides a walking/driving guide to the island. They also provide well placed Pelican markers to guide your way.

On this island . . . surrounded by reefs which break the waves before they reach the shores . . . where the sun is always warm, the sky almost always clear and the waters a pure turquoise . . . it is easy to forget that you are still in part of the United States.

By the way — don't leave Key West without tasting some Key Lime pie.

#### Ski the Volcano

You've heard of the bear who went over the mountain . . . and saw nothing but more mountains. Mt. Hood, on the outskirts of Portland, Oregon, never poses that problem — for bears or humans. In Portland, it's visible from almost every vantage point (being a little over an hour's drive from downtown and the highest point in the state) and is unmistakable. A constant lure to the ski-wise . . . it's also tantalizing for the less adept but game venturers who seek some fun in the snow.

This snow-capped dormant volcano (11,245' at its peak)

houses some skiing all year round, but has its main season November to May. Four separate skiing areas offer dozens of lifts: Timberline, Mt. Hood Meadows, Multopor, and Mt. Hood Ski Bowl.

Timberline Lodge, a hand-hewn hotel built in 1937, is the real trademark of Mt. Hood. With good intermediate and beginner hills and expert terrain, you'll find that skiing above the timberline is sometimes a bit windy but sheltered skiing is provided by chairlifts below in the trees. Eighteen feet is often the winter snow cover.

Location: Off U.S. 26, on South of Mt. Hood, 6 miles north of Government Camp. Open: Daily. Trails & Slopes: 4 beg., 17 int., 9 adv. Longest Trail: 5,280', vert: 1,000'. Lifts: 3 chairs, 3 ropes, 2 Sno-Cats \$6.50. Season: Nov. - Apr. Call: (503) 272-3311.

The newest of Mt. Hood's ski areas, Mt. Hood Meadows, is crowded on weekends — but mid-week skiing provides plenty of room. The moderate to steep glades covering the upper section

contain the best trails.

Location: On Ore. 35, 10 miles Northeast of Government Camp. Open: Daily and nights. Trails and Slopes: 4 beg., 6 int., 5 adv. Longest Trail: 9,500', vert: 1,200'. Lifts: 3 chairs, 3 ropes, \$6.50. Season: Nov. - May. Call: (503) 337-2222.

At Multopor and Mt. Hood Ski Bowl — joined by lifts and trails with lift tickets good in both places — one finds the closest thing to a "ski-circus." The steep upper Mt. Hood Ski Bowl is Mt. Hood's best expert slope and has good intermediate skiing too. (In 1939 the National Championships and Olympic tryouts were held here.) Good floodlit night skiing on the lower portion of the Bowl exists due to the open slopes. For the cross-country skier there is a trail behind Ski Bowl.

Location: Off U.S. 26, 1/2-mile South of Government Camp. Open: Wed. - Sun. Trails and Slopes: 6 beg., 9 int., 5 adv. Longest Trail: 13,200', vert: 1,000'. Lifts: 4 chairs, 1 T-bar, 9 ropes, \$6.00. Season: Apr. - Mar. Call: (503) 272-3251. ■

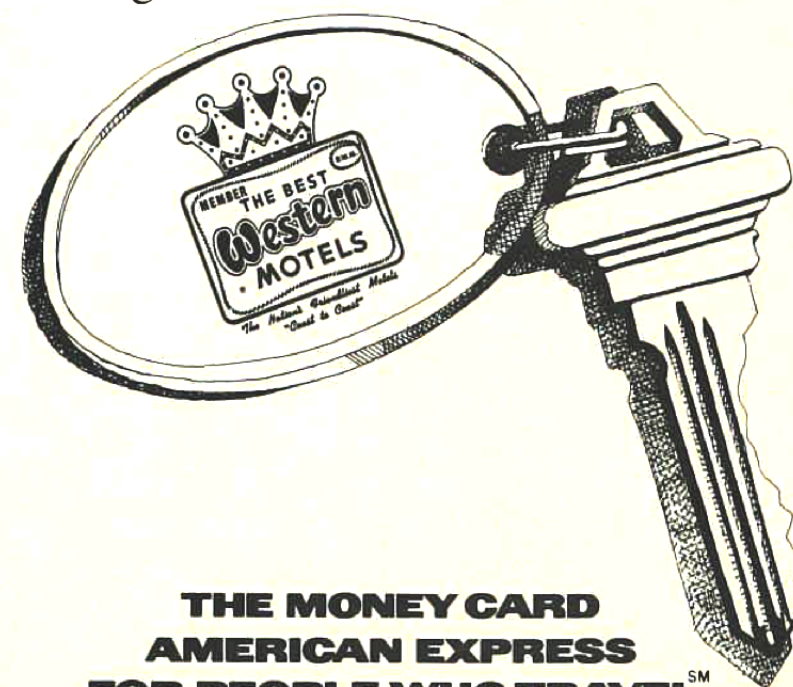
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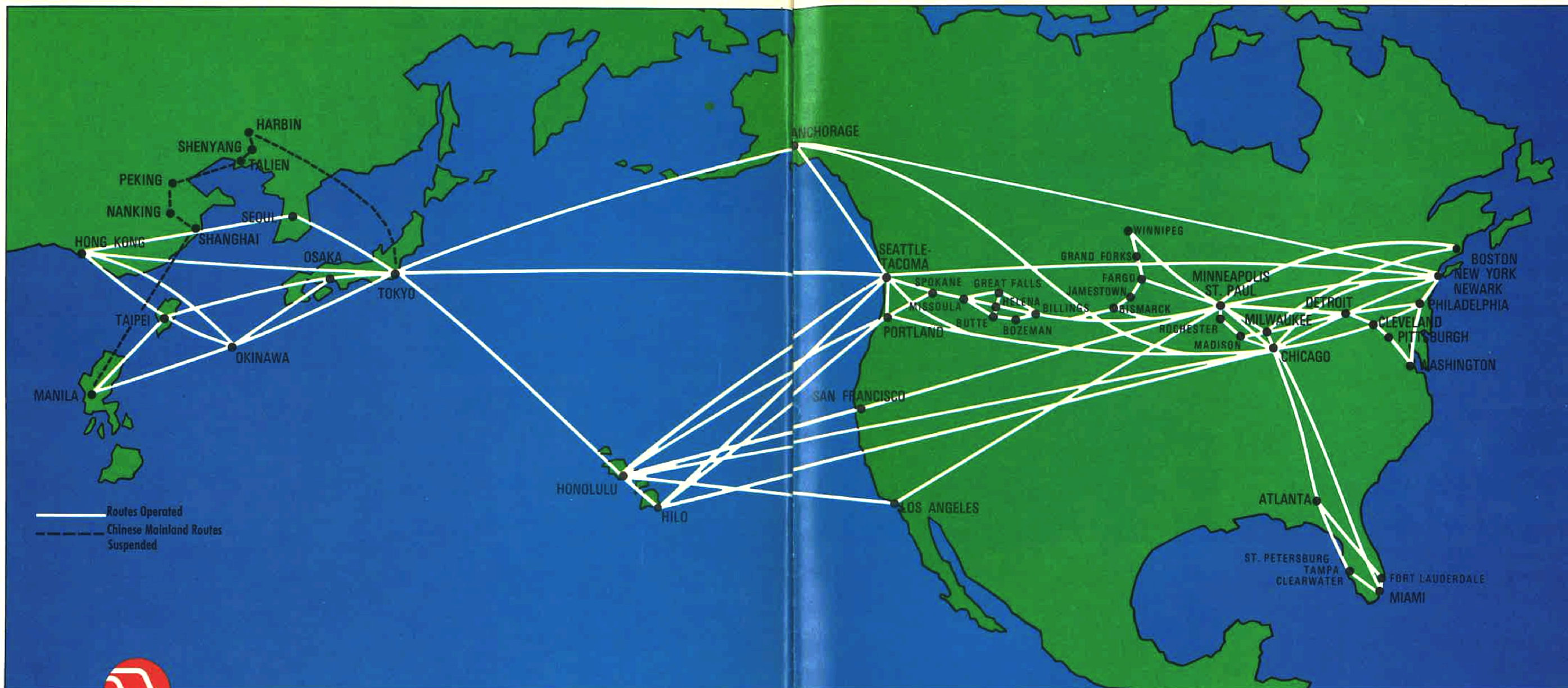


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**Travelers Should Plan to Arrive** at the airport boarding gate at least 20 minutes before the scheduled departure of a domestic flight and at least 40 minutes before the departure of an international flight. Under normal conditions North-

west Orient flights stay on schedule. A last-minute passenger may be refused passage if boarding will delay the flight schedule.

**Remember to Protect** your return or continuing reservation by calling the reservations office at the boarding point and confirming your ticket. For your own convenience we suggest that you call our reservation office and leave a telephone number where you may be reached.

**Small Baggage** may be carried on board and placed under your seat. We recommend this for fragile items. One garment bag containing no more than two garments may be carried on board.

**Enjoy a Cigarette?** Go ahead, except when the "No Smoking" sign is lighted by the captain. But please, no cigars or pipes. Do not use a "see-thru" cigarette lighter in flight as it sometimes flares up when lighted.

**Enjoy a Drink?** A variety of highballs and cocktails is served by the stewardess on most flights. Federal Aviation Administration regulations provide that no person may drink alcoholic beverages aboard an airline flight unless they have been served by the airline.

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dren aboard. We have standard baby foods and other items for baby's comfort. Ask the stewardess. Thirsty tots may have a choice of soft drinks.

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**Some Electronic Devices,** such as a transistor radio, may interfere with the navigation and communications equipment on the aircraft. Therefore, use of such devices is prohibited. This restriction does not apply to portable voice recorders, hearing aids, heart pacemakers, or electric shavers. Dictating machines and tape recorders may be used.

**Tickets-By-Mail** service is available in many of Northwest Orient Airlines' cities. Ask for this service when making your reservations.

**Local Transportation.** In all cities served, Northwest Orient has arranged with independent operators for transportation at reasonable rates between downtown areas and the airports. At New York-Newark, San Francisco-Oakland, Los Angeles and Washington, D.C., regularly

scheduled helicopter/STOL airlines make possible fast transportation between airports and downtown and suburban areas. Connecting reservations may be made at any NWA office. Air taxi and commuter air carrier services are also available from members of the National Air Transportation Conferences, who operate between many major airports and off-line destinations.

**United States** Customs regulations govern passengers entering the U. S. A. If you are a U. S. citizen or alien whose residence is in the U. S., you are allowed an exemption of \$100 at retail value. To qualify for this exemption you must have been outside the U.S. at least 48 hours and have not claimed such an exemption within 30 days.

Non-residents can qualify for the \$100 gift exemption if they remain in the U. S. more than 72 hours and have not claimed an exemption within six months.

Returning U. S. citizens and residents may purchase and import into the U. S. limited quantities of Chinese or Chinese-type goods which 1) are carried as baggage; 2) the total value does not exceed \$100 in any calendar month; 3) the purchases are for personal use or gifts only, not for resale; 4) payment is made in

foreign currency (U. S. currency) or by travelers checks. The foregoing does not apply to purchases mailed back to the U. S.

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First Class and Tourist *Family Plan* discounts are available from most Northwest Orient cities in the continental U. S. and Canada. This bargain rate applies to the spouse and children accompanying a full-fare passenger. Discounts do not apply during periods 2 P.M. to midnight Friday or Sunday.

The budget *Excursion Plan* is for tour-

ist service only. The same travel periods as on the Family Discount Plan apply here. Also, you cannot return before seven days (not including date of departure), but you must return to your point of origin within thirty days.

For details of the above travel bargains, consult a Northwest Orient office.

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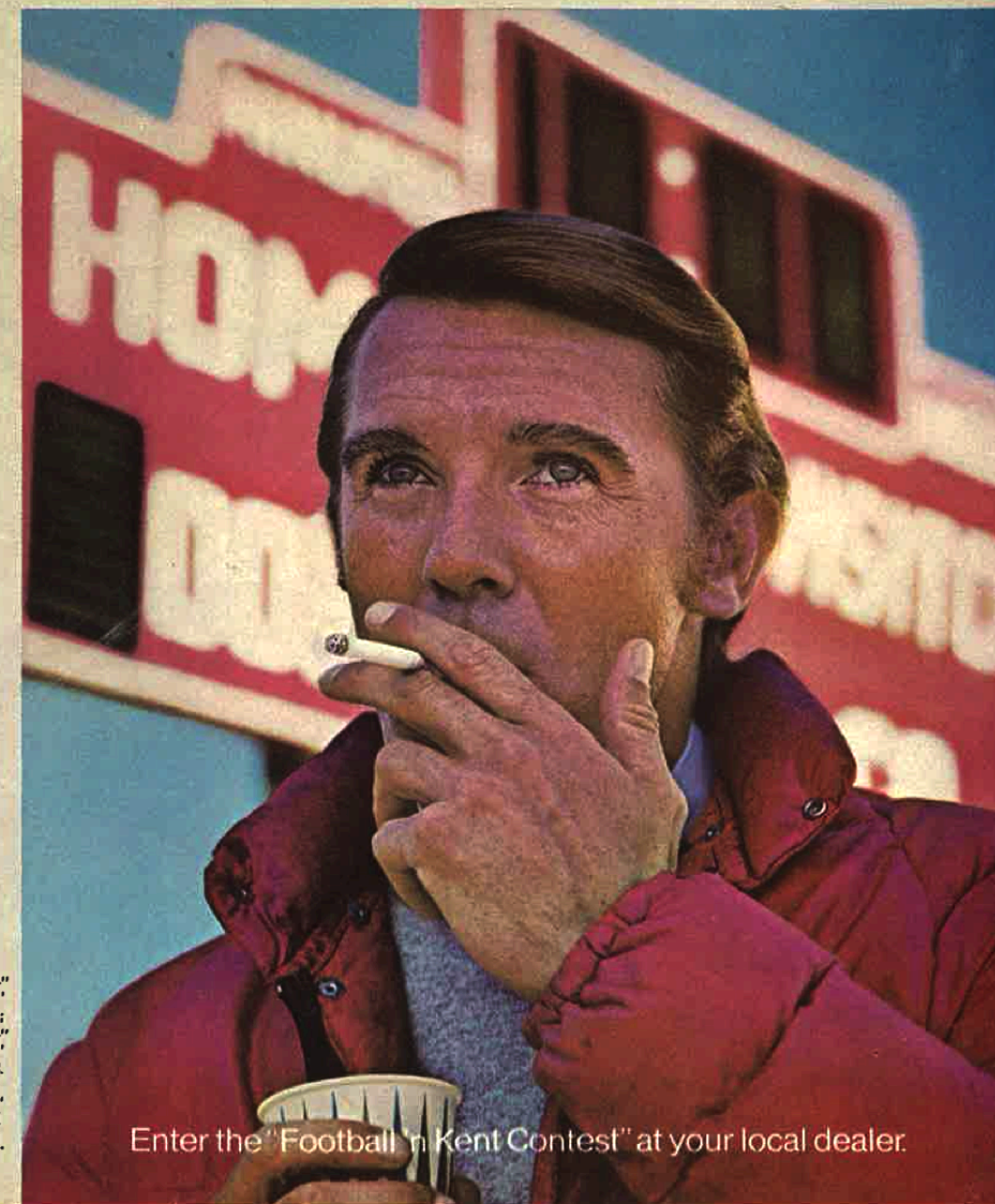
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