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PASSAGES

NORTHWEST ORIENT'S INFLIGHT MAGAZINE



WHALES: STRUGGLE FOR LIFE
HOCKEY: THE STANLEY CUP FROLICS

NORTHWEST ORIENT'S INFLIGHT MAGAZINE • VOLUME 3 • NUMBER 4 • APRIL 1972

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ONE MAN'S OPINION

The Cartel Before the Horse

By Martin B. Deutsch

car-tel . . . 1. an international syndicate, combine, or trust generally formed to regulate prices and output in some field of business. 2. a written agreement between belligerents, esp. for the exchange of prisoners. 3. (in French or Belgian politics) a group acting as a unit toward a common goal. 4. a written challenge to a duel. . . .

That's a partial definition of "cartel" from *The Random House Dictionary of the English Language*, copyrighted by Random House as late as 1969, obviously the last word, and possibly Bennett Cerf's final and weightiest legacy. Several of those definitions above are relevant, but maybe not the way you think, to the recent AGM or annual general meeting of the International Air Transport Association, IATA to you, in Honolulu last November.

There's no doubt that IATA negotiates air fares (definition 1.), subject to government O.K., and this particular AGM labored diligently to preserve the tradition. Normally a big social bash, with an opportunity for an informal exchange of views among the leaders of the world's airline community, the AGM at Honolulu's Ilikai Hotel became a tense, tiring and finally triumphant fare conference. North Atlantic airline executives, faced with the unthinkable, an open-rate, labored day and night in pairs, in small groups, in full sessions involving all 24 North Atlantic members to bring a maverick Lufthansa into line. Or was it a courageous and farsighted Lufthansa carrying its reluctant colleagues into a truly competitive marketing posture for the Seventies?

At 7 o'clock in the evening, Thursday, Nov. 18, the last day of the four-day meeting and just minutes before the closing black-tie reception and dinner, IATA's public relations people convened a quick press conference to tell us that the crisis was over, fares to London, Paris and, most significantly, Frankfurt, had been tentatively decided, and a regular fare conference would convene in Geneva Dec. 2 to hammer out the details, plus fixing tariffs to such other cities as Rome, Athens and Tel Aviv. The group had indeed acted as a unit seeking a common goal (definition 3.).

Thus, although it took the better part of half a year, the IATA rate-making machinery was again vindicated. One relieved chief executive described the compromise as a "tremendous achievement" and then said that IATA was a far more workable body than the United Nations. I was tempted to ask what isn't and what else is new? But I held my tongue like a good journalist and took a few more notes. The last time that IATA came this close to the brink of disaster was late in 1962, after a fare conference in Chandler, Arizona, broke up minus a North Atlantic accord. Things looked pretty glum at that time, threats were exchanged between the U.S. and England over landing rights, but cooler heads eventually got into the act and the Chandler pact was implemented.

Things were so bad at that time, a noted aviation writer in London started off an article with the sentence: "IATA is dead." The funeral oration was premature, as it was this time around. A number of journals had predicted that IATA's inability to pull Lufthansa into line was indeed the end for the association's clout in the fare arena.

And locally in Honolulu, some genius wrote an article for one of the daily newspapers digging up the cliches

about IATA being a cartel in restraint of trade, collusive, and all the other tired arguments that crop up in print at least a hundred times a year.

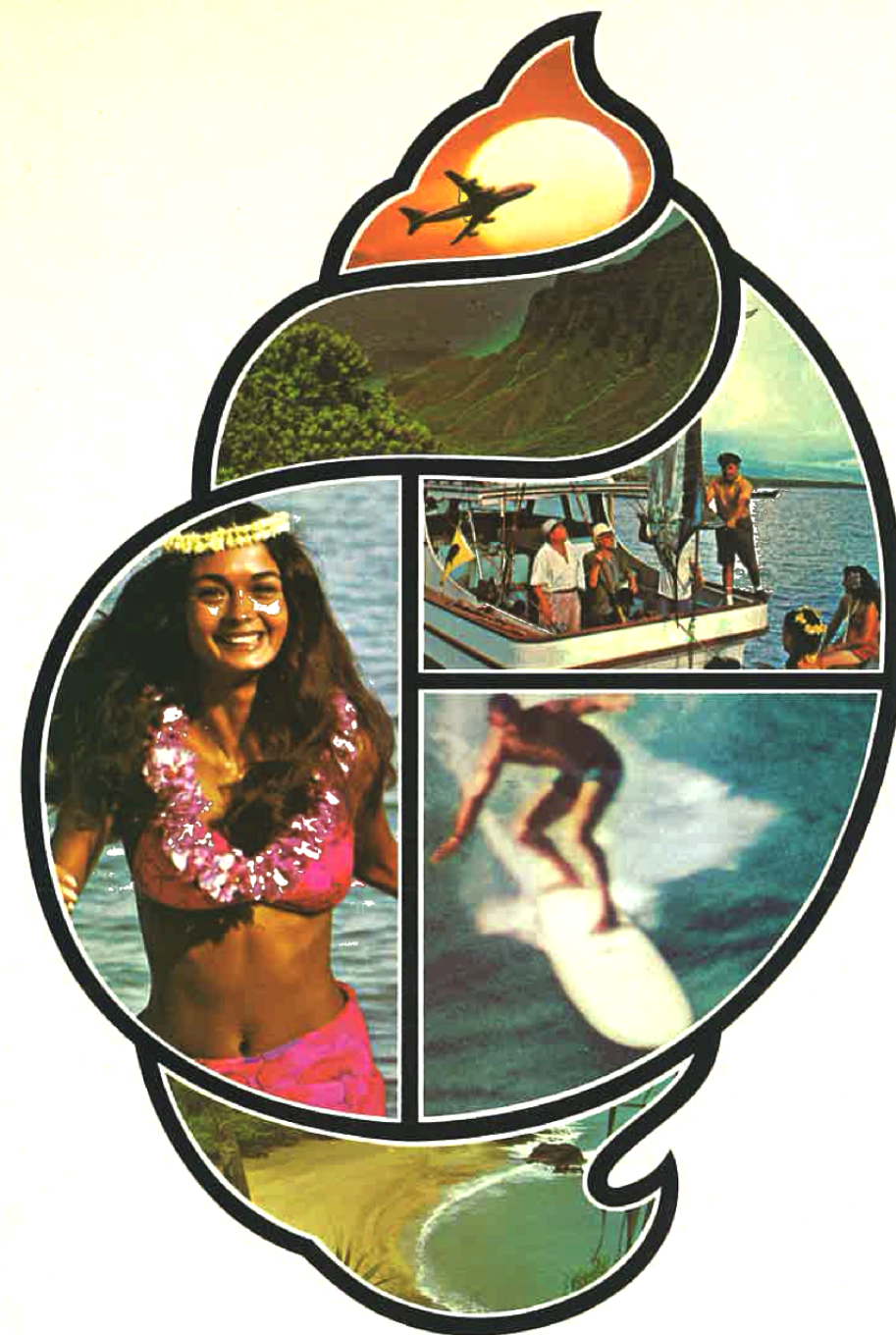
What the investigative giant in the Honolulu newspaper, and his well-meaning colleagues around the world fail to understand, is that IATA has many vital functions besides rate making. There's a clearing house in London which makes international ticket transactions possible on a tremendous, effective and low-cost scale; IATA polices frauds and other illegal ticketing activities around the world, although not too successfully; its director general, Knut Hammarkjold, has been highly effective behind the scenes, negotiating with Cuba, Algeria and probably other countries in delicate sky piracy situations.

I could go on, but I think I've made the point: that IATA is more than just a cartel which rigidly dictates rates. Further, despite IATA's obvious shortcomings in setting and controlling fares, has anyone ever come up with a better way of maintaining stability in international air commerce, for the movement of people and cargo? During the fluctuations of the dollar on foreign currency markets last year, the IATA mechanism was able to make the complex adjustments quietly, almost instantly, and to the satisfaction of the participating carriers and countries. It's quite an achievement, considering IATA has more than 100 airline members.

And no matter what definitions of cartel you apply, IATA is hardly the profit-primed, venal international business octopus that an I.G. Farben once was. In a way, you can compare IATA to marriage in the second half of the 20th century. People often say that marriage, at least in the western world, is on the way out. It's unworkable, thanks to many factors, such as the liberated woman and her pill. Maybe so, but no one, including the Chinese, Russians or Israelis, has ever been able to devise another system under which to bring up children. Same way with IATA; unless you're willing to consider a permanent open-fare market worldwide, and all its implications for chaos, IATA may be the least painful and most workable vehicle.

By coming to terms at Honolulu, at least tentatively, the airlines also avoided the possibility of direct government intervention. The U.S. had been making noises about denouncing its bilateral treaty with Germany and renegotiating from scratch. Thus, we avoided a long, difficult exercise at governmental level (see definition 2. for cartel). This may be a somewhat farfetched application of that particular definition, although not when you consider what the belligerents may have agreed to exchange—no, not prisoners, but the Germans might have relented on the fare levels Lufthansa wanted for a restriction on U.S. charter operations into Germany.

Finally, by deciding to reconvene the fare experts in Geneva, the international air executives complied, in a general sense with definition 4. for tariff talks are indeed nothing but a civilized duel. Someone always gets hurt, a position is abandoned, a point of view compromised. But, under the IATA machinery, call it a cartel or what you like, the wounds always heal, and the all-important business of air commerce goes on its way.



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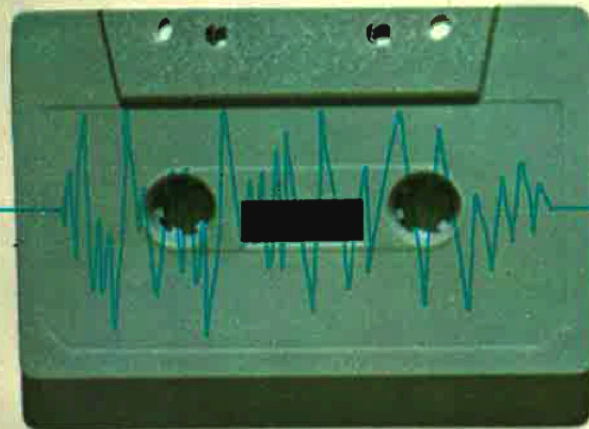
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executives who like to be on the go — constantly learning, doing and increasing productivity. Making use of the versatility of the audio cassette medium, many firms are providing entertainment and information to fill up these otherwise non-productive hours.

It is to this end that *The Executive Voice*, "the first authentic audio magazine," is addressed. This series of monthly tapes, available by subscription only, is produced by Time-Life Audio, a subdivision of the book division, in association with *Fortune* magazine. Each one-hour tape, with its lively magazine format, contains advice to businessmen, discusses their problems, profiles companies and deals with personnel problems.



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The Executive Voice is designed to be used at meetings, in training programs, in the home, at the office or while driving a car. The topics covered are varied and interesting. They include: "Profits From Pollution Control"; "The Problems Confronting Small Businessmen"; "Changing Jobs in Mid Career"; "How We Increased Our Profits 230 Percent." Each issue consists of timely and informative discussions and interviews exclusive to *The Executive Voice*, which in no way duplicate the conventional business magazines.

According to Robinson, this attempt to help the executive has "put to use what otherwise would be wasted or unproductive time." It has been so successful that Time-Life Audio has several other projects in the works — some for businessmen

Continued

several hours to kill. In the evening you will be left alone in your hotel room. Your job, should you accept this assignment, is to do something useful and enlightening in all this spare time."

Mission Impossible? Not really. Businessmen very often find themselves in this sort of situation — a few hours here and there with nothing to do. There is a limit to the number of times the same old newspapers and magazines can be reread. There is too much time to do nothing at all, and too little time to get really involved in a book or a hobby. There are also hours of spare time in which relaxation just may not be feasible considering the levels of tension and alertness required of the average businessman throughout his working day. In fact this spare time can be oppressive to active, high-powered

by Anne Sanders

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and some for the general public. They will vary from one-shot deals to multi-volume series. Available now is a reference work entitled *Venture Capital*. It is a four-cassette study taken from a seminar held at the University of Toronto School of Business. It is not a restaging, but a well-organized edition of the actual conference dealing with questions for the entrepreneur, banker, and small businessman who may need money. Planned for the general public are *A Parents Guide to Drug Abuse* and a series on popular entertainment topics that will operate like a book club.

"We are not experts in anybody's field. But we take highly technical material and convert it to audio form. That is our expertise," says Jack Haskell of Tape Productions, Inc., a complete business service in audio communications. In a recent interview, Mr. Haskell stated his company's belief in the potential of the audio cassette as a powerful business tool. Cassettes have many advantages over the printed word. For example, the salesman spends a lot of non-productive time driving. If he can play a cassette, it saves him time later on, catching up with communications from the home office. TPI programs for the salesman consist of all the material he would ordinarily receive in printed form — much of which he may not even bother to read: information on his market, pep talks, sales goals and advice. These tapes can even be individualized à la Mission Impossible! Cassettes do not compete with entertainment or hobby time, or time spent with families. They can be played in those odd hours mentioned earlier, leaving the businessman free to relax and enjoy his leisure time.

TPI produces custom-made programs for private clients. They take everything in printed form, condense it and put it all on cassettes in an entertaining and informative fashion. Following the successful format of old radio shows, they use changes of voice, music and sound effects, actors, narrators and dramatizations of relevant situations. They have found that a recorded lecture by a sales manager, no matter how well-spoken, is not only boring, but does not take creative advantage of

the medium. TPI's typical product is a highly professional method of communication, using entertainment techniques in order to make business information attractive.

For the most part, TPI's programs are created for sales and management level training and retraining, and for salesmen. Another advantage of the audio cassette is its relatively low cost. TPI is in charge of all aspects of production, and the marketing or distribution is left up to the client. Their projects include monthly reports for Hoffman-La Roche and Allied Chemical, programs for American Express and Time, Inc.; a tour of Washington, D. C., for Texaco, training programs for the American Institute of Certified Public Accountants and language programs for shipping companies. Some of the programs, such as those for Allied Chemical and Hoffman-La Roche, have replaced much printed material for salesmen.

Other companies have taken the audio cassette plunge in more specialized ways. "The Sony Superscope Library of the Spoken Word: The Tapeway to Self-Enrichment" offers 125 volumes concerning self-improvement, language instruction, entertainment, history, contemporary life, history and astrology. Contributors range from Paul Ehrlich to R. D. Laing; topics vary from how to develop your powers of concentration to a self-portrait of John F. Kennedy.

First National City Bank offers a twelve part cassette series entitled *The Sound of the Economy*. Subscribers receive monthly tapes (and written transcriptions) of discussions between prominent economists, moderated by John Daly. Each cassette plays a forty-minute briefing on a few of the most crucial economic problems besetting national and international business. One interesting feature of this service is that each cassette arrives with a "question the session form." Subscribers can suggest possible discussion topics by filling out the form.

Business Week supplies a conference-on-tape concerned with the problems of public disclosure. Appropriately called *Public Disclosure*, this twelve-cassette series briefs corporate personnel on the compli-

cated problems inherent in disseminating corporate information.

Several airlines provide tours on tape as well as language instruction. Some are for use on the planes and others are to be used in cars and are provided by agreement with rental car agencies.

In addition, certain companies produce cassettes (and other educational tools) aimed at specific professions. For example, new developments in the medical field are so numerous a physician, nurse or paramedic has to read voluminously in order to stay abreast of current techniques. Medcom, a company specializing in medical educational packages, develops cassettes concerning medical subjects. Audio learning takes some of the pressure off hospital personnel.

For many years, cassettes have been produced commercially in order to duplicate material available on long playing records. Robert Browning, Richard Burton, Socrates and The Sensuous Woman are just a few of their offerings. Basic language instruction and humor are also found on cassettes. (See *Passages*, July-August, 1971)

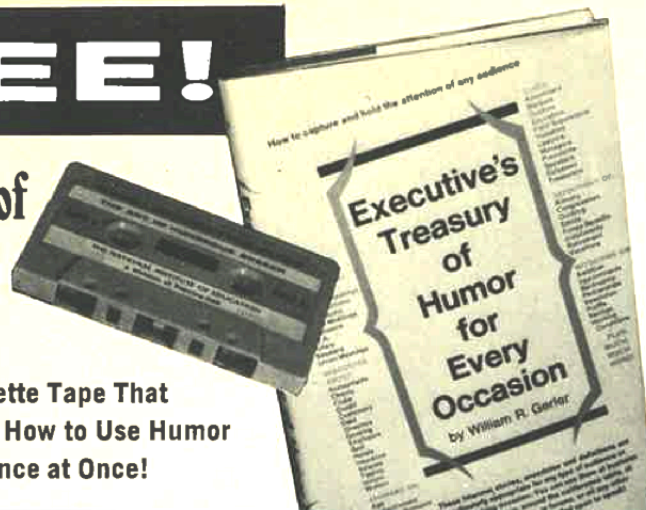
In fact, the Bureau of Business Practice provides a cassette, *The Art of Humorous Speech*, which teaches the listener how to improve his or her joke-telling technique. This cassette is part of a package, issued monthly, entitled *The Executive's Shortcut Course to Speech Improvement*. Many top people, though effective in other areas, simply do not express themselves well. This course upgrades the subscriber's vocabulary, diction and delivery, in thirty minute sessions. This company also furnishes tapes which benefit salesmen and people in supervisory capacities. *Cold Call Selling* is a monthly cassette course which helps salesmen improve their selling skills, and *Sounds of Supervision* is a similar educational package, aimed at supervisory personnel.

Audio cassettes have a great future, whether for entertainment or for the stimulation of the profit motive. The car can become a classroom or a library with the mere push of a button. And in this case the tape will not self-destruct in fifteen seconds. Good luck, Mr. Phelps . . . □

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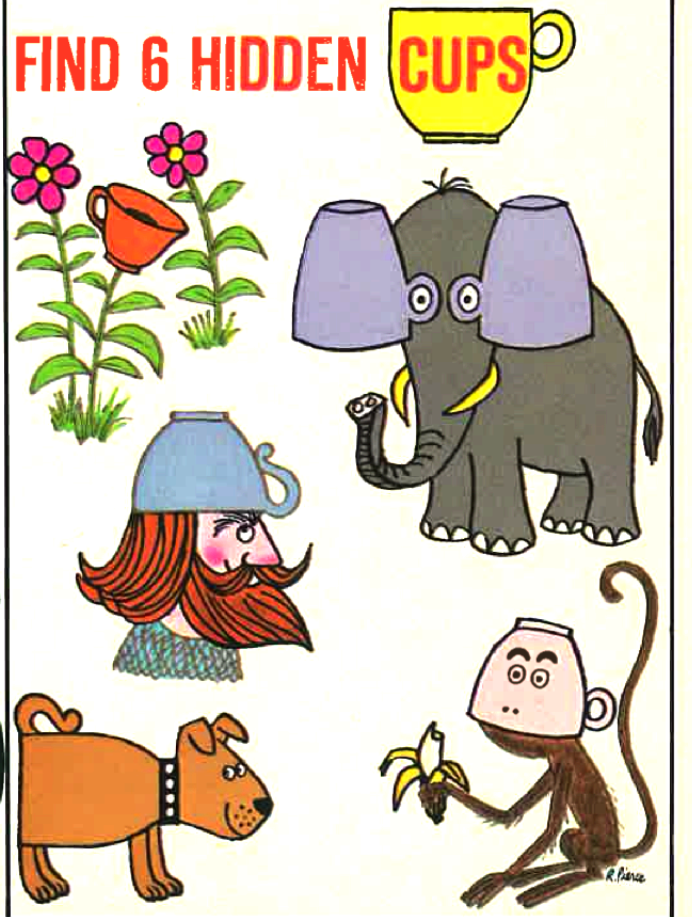
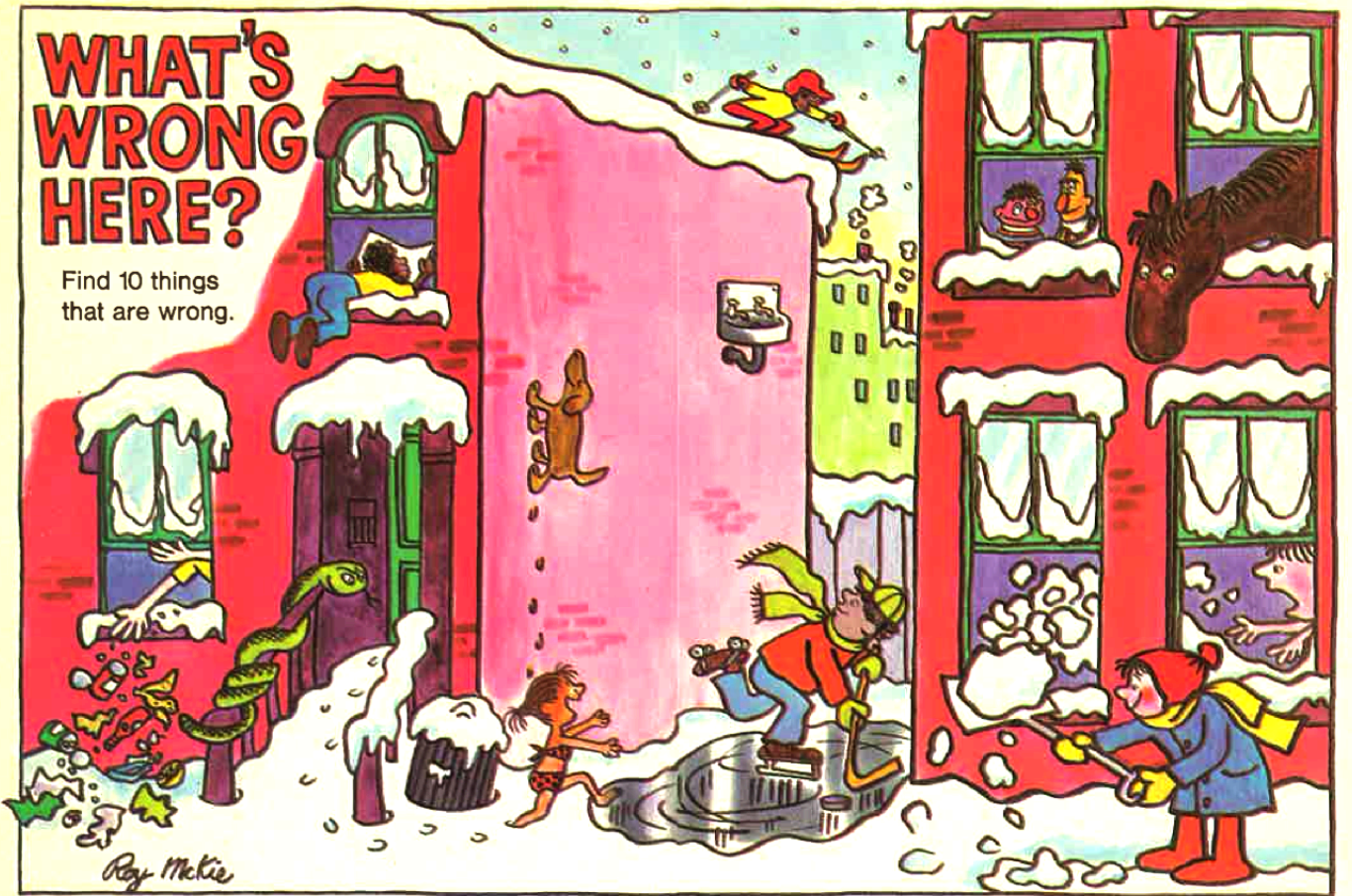
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Dissect him how I may, then, I but go skin deep; I know him not, and never will. But if I know not even the tail of this whale, how understand his head? much more, how comprehend his face, when face he has none? Thou shalt see my back parts, my tail, he seems to say, but my face shall not be seen. But I cannot completely make out his back parts; and hint what he will about his face, I say again he has no face.

—Herman Melville

LEVIATHAN'S LAST SONG?

by Scott McVay

It was the evening of the Great Bonfire in Kyoto, August 16, 1970. We were seated on *tatami* mats outside one of the restaurants along the river, awaiting darkness and the blazing ritual about to occur on the mountain above Kyoto, an annual affirmation of the great design, symbolizing the departure of the spirits after three days among us. Sakyo Komatsu, one of Japan's most gifted writers — who has glimpsed the worlds of heaven and hell toward which we are moving — put headphones on his ears and began to listen to *Songs of Humpback Whales*. In stereo. His romantic, restless nature was stilled for a moment, as he listened intently. Then his eyes flashed with understanding; he murmured, "incredible," again and again, and sputtered with joy as another world began to open for him. Komatsu generously passed the headset to others, including a geisha, peppered me with questions, and then, after others had heard the whale's voice, he listened anew with profound attention. The recording is called, "The Whale Trip."

Two months later Sakyo Komatsu wrote, "We have been profoundly impressed by the songs of those huge and jolly creatures resounding through the vast space of the undersea world. What an exciting experience it was, to hear the ballads and arias composed by whales and sung

by themselves! You have made us open our eyes and minds to another new frontier for the human soul. . ."

In the summer of 1970, it was not common knowledge in Japan that the great whales were in trouble. Japan had become one of the two primary whaling nations, after England, the Netherlands and Norway had dropped out of the hunt because of the scarcity of big whales. More than 2,000,000 whales had been killed during the past half century. The people of Japan depend upon the continuing bounty of the sea. The whale's role in the ocean's habitat was rapidly diminishing. A few men in Japan continued to reap enormous personal profit at the expense of ravaged whale populations.

Yet the whale problem was virtually unknown in Japan.

Fortunately, a small group of scientists led by Seiji Kaya, a physicist and former president of Tokyo University, took up the whale's cause. Forming the "Kujira O Mamoru Kai" (Committee for the Protection of Whales), six scientists took the problem to the people via the large circulation daily newspapers, radio, and television. Dr. Kaya met with Premier Sato in December, 1970 and obtained concurrence on specific suggestions for the International Whaling Commission. With grace and determination, Dr. Kaya recited the dismal facts of the carnage and

firmly urged that the whaling industry be brought under rational management. He concluded one article by observing, "The song of the diminishing Humpback whale, when listened to with these facts in mind, becomes a song filled with sadness. Now that mankind has for the first time come to know the whale's song it is not by chance that perhaps Providence tries to appeal for the last chance at conservation of the whales from overly brutal human beings."

The knobby-headed, long-flipped Humpback whale may have sung its song for millenia before we had the capacity to hear it, but the tragic irony is that it reaches us at a time when whaling, while still big business for a few, is dying. Whaling is in its death throes despite the fact that more than 40,000 whales continue to be killed annually under the sanctions of the International Whaling Commission. Under unrelenting pressure, the whales become smaller and smaller and harder to find.

A century ago, whaling was an exciting proposition for a young man who, like Ishmael, might have desired to "sail about a little and see the watery part of the world." But today, after decades of mechanized slaughter, the whaling business has become a pitiful race between disaster for the remnant whale populations and an eleventh-hour reversal of whaling malpractice, which has operated without concern for tomorrow. A halt to whaling can be brought about only by the focused passion of informed opinion carried to the highest levels of government in Japan and the Soviet Union, because those two countries are directly responsible for seven out of every eight whales killed today.

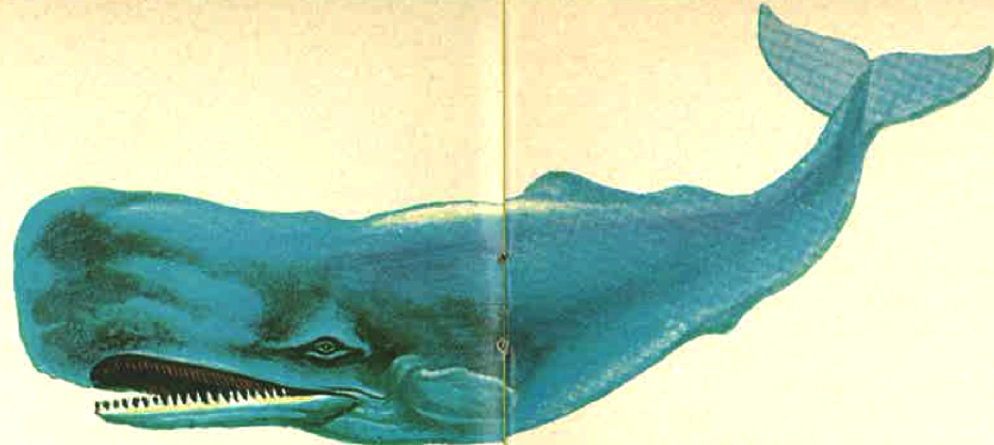
A growing recognition of the fragility and interconnection of the thin web of life that clings to the surface of earth has helped the whale's cause. For some, the vanishing leviathan has become a symbol of our plundering ways in other sectors. In the past two years, the United States has finally become disengaged from all aspects of commercial whaling ex-

cept its regulation. Specifically, this country has taken three important steps.

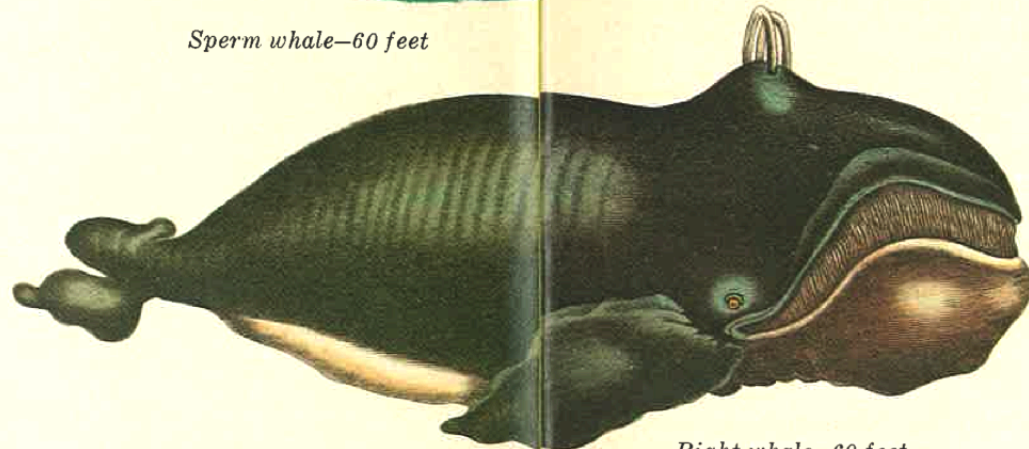
First of all, the Department of Interior has placed eight species of great whales on the endangered species list, five of which are "protected" by regulation of the International Whaling Commission: the Bowhead or Great Polar whale, which in past days was "the monarch of the seas" in the Arctic ocean; the Right whale, so-called by old-time whalers because it was the "right" one to kill as a slow swimmer that floated on the surface after being harpooned; the Gray whale, observed by some 350,000 Californians every December and January on its southward migration to the lagoons of the Baja peninsula in Mexico; the Blue whale, the largest creature ever to inhabit the earth, whose voice was a deep monotonous refrain in the first and only instance when it was recorded in May, 1970, off the coast of Chile; and the melodious Humpback, never very abundant, now celebrated by science and symphony, whose numbers world-wide have been reduced to a few thousand.

Only three major species are still hunted commercially: the Fin whale, the second largest and formerly the most abundant baleen whale extant, whose stocks have been reduced to twenty percent of their former numbers; the Sei whale, long-ignored as too small but pursued as hotly as the rest in the past dozen years along with its close relative, Bryde's whale; and finally the renowned Sperm whale, the only toothed species among the great whales — still taken without any quota whatsoever in Antarctica.

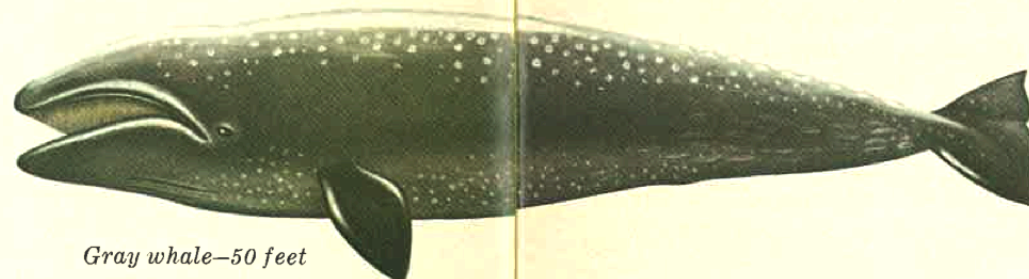
In putting eight great whales on the endangered species list in December, 1970, the Department of Interior closed off the United States — which has represented twenty percent of the world market — from importation of all whale products. Stringent monitoring techniques have been adopted to prevent illegal entry of these products into the country. For example, the transmission oil in Japanese cars is being



Sperm whale—60 feet



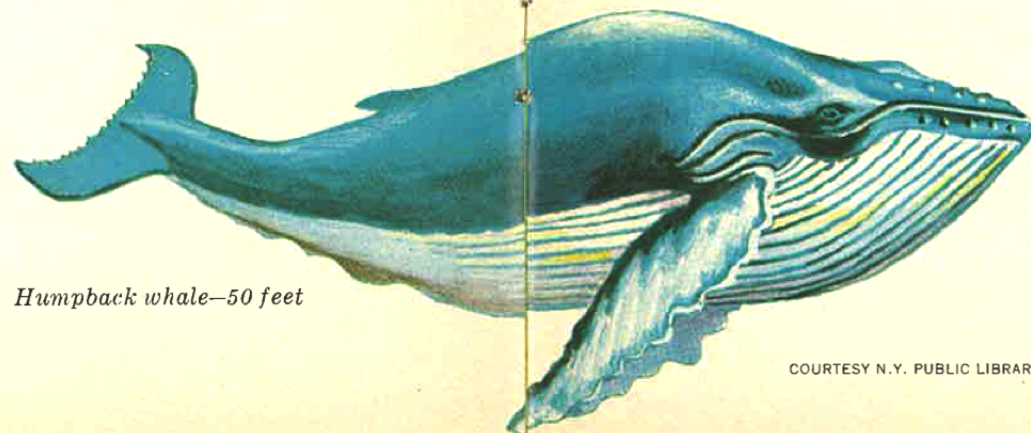
Right whale—60 feet



Gray whale—50 feet



Minke whale—25 feet



Humpback whale—50 feet

tested, when imported, to be sure that it does not contain Sperm oil as in the past.

The second step was taken by the Department of Commerce in April, 1971. All whaling by U. S. fishermen of species on the endangered list was prohibited by the end of 1971. It should be noted that the last whaling station, located in Richmond, California, survived until recently only because it was allowed to take immature Sperm whales and Gray whales, both of which are "protected" according to the International Whaling Commission, by special permit. Not enough Fin and Sei whales were left in the waters up to 200 miles off the coast of California, to have made whaling worth the expense.

The third step, taken by Congress in 1971, was the unanimous passage of a resolution, sponsored by Senator Hugh Scott and Congressmen Bingham, Broomfield, and Halpern, urging an "International Moratorium of Ten Years on the Killing of All Species of Whales." The proposed whaling moratorium will not have an immediate effect on the Japanese and Soviet whalers, but it does make plain the prevailing view in this country that we can no longer tinker with the regulation of whaling in the light of decades of plundering one whale stock after another. The harpoons must be put away for a time. Studies of whales, not involved with their killing, must be begun on an international basis, and then — only then — after a period of restraint and rebuilding can the prospect of resuming the kill be considered. At the present time, substitutes are available for every purpose to which whale products are put — from lipsticks to lubricants, from cosmetics to cat food.

The Federal Food and Drug Administration impounded 1.8 million pounds of contaminated Sperm whale meat from a leading pet food company in December, 1971. The six samples taken by the FDA inspector indicated the presence of mercury at a level above the upper legal limit

of 0.5 parts per million, whether the food is to be consumed by people or animals. Indeed the mercury present in the samples ranged from .88 to 1.1 parts per million. The implications of this finding are not encouraging for the countries whose people consume whale meat, although it should be noted that in Japan, where ten percent of the animal protein in the diet has come from whales, there is a marked preference for baleen meat over sperm whale meat. At the present time, Japanese scientists are testing the levels of metallic contamination in whale meat, but their results are not yet available.

The whale problem is getting attention in diverse places. Mexico, which commendably has not been involved recently in commercial whaling, has recently taken a significant step to ensure that whales which take refuge in the lagoons along Baja California, Mexico, will be forever unmolested. By presidential decree on January 14, 1972, Ojo de Liebre (or Scammon's Lagoon) was declared a natural sanctuary for whales, effective thirty days thereafter. The decree applies particularly to the Gray whale which is known to mate and calve in those warm waters during January, February, and March after returning from the Arctic. Although the Gray whale is currently "protected" by the International Whaling Commission, it was far-sighted of Mexican President Luis Echeverría Alvarez to seek this protection for the whales down the rocky road of the future.

The guidelines implementing the presidential decree will, we trust, reflect President Echeverría's determination that this area be kept as a natural refuge for all forms of wildlife since their life patterns interconnect. It is no longer enough to try and spare a single endangered species. Entire habitats must be set aside, safe from the inroads of commercial development. Thus, we may hope that other parts of Baja California are also declared wildlife sanctuaries by Mexico and that any tourist facilities to be built will,

from the beginning, take into account the uniqueness and rare beauty of this little-known peninsula. We may hope, further, that other nations will follow the lead taken by Mexico and declare certain watery areas and their environs, where whales and porpoises naturally congregate at specific times of the year, as wildlife sanctuaries. Whales are for celebration, not annihilation.

So much for the current situation. What is on the agenda? What must be done?

The International Whaling Commission will be meeting again this June in London. In the past, the Commission has been sluggish in responding to scientific recommendations. The dominant whaling nations, Japan and the Soviet Union, have consistently sought high catch quotas for baleen whales in the Antarctic and North Pacific and have not been concerned, for example, about the recovery of the Fin whale which has been over-exploited for twenty-five years.

At top of the June agenda will be the question of placing observers on vessels and at shore stations. The International Observer Plan has been discussed, year after year, since 1955 by the Commissioners — affirmed in principle, but never implemented. At the June, 1971, meeting in Washington, after two weeks' discussion, the Commission agreed to a set of regional observer schemes. Then in September, 1971, in Tokyo, the Japanese, Norwegian, and Soviet Commissioners met again to work out final details for the forthcoming Antarctic season. However, the enormous Soviet whaling vessels (two of which, at 750 feet in length, are fifteen times as long as a mature male Sperm whale!) set out for the Antarctic before the agreement could be ratified. The Soviets have thus stretched the credulity, almost to the breaking point, of those who hoped that they were serious about an exchange of observers to insure that the regulations of the IWC are honored on the high seas. Their actions with respect to the North Pacific plan will also be followed with interest, as will be the actions of other countries that whale in the North and South Atlantic from shore stations.

Due to the "technicality" of not

being on the agenda, the elimination of the "blue whale unit" as a method of counting dead whales was put off from the 1971 meeting to 1972. One blue-whale-unit equals two Fin whales or six Sei whales. One obvious disadvantage of such a system is that it disregards the fact that the Fin whale is more decimated than the Sei. Until the whale quotas are *species specific*, the whalers will continue to kill the whales first and rationalize the count later.

In recent years a wide divergence of opinion has existed among members of the Scientific Committee of the IWC about the size of the Fin whale population and the number of whales that could be killed without further reducing the population.

There is a controversy. Many scientists have routinely and consistently estimated the number of Fin whales that could be taken in the Antarctic at nearly double the estimates of other authorities. As a consequence, the Environmental Defense Fund has undertaken a study of the Fin and Sei whale populations in the Antarctic. EDF has asked biometricians from abroad to take a fresh look at the data and offer their own interpretations. Perhaps their estimates will be helpful to the Scientific Committee.

For the past few seasons, Norwegian whalers have traveled to the Antarctic primarily to take the comparatively small Minke whale. At maturity this baleen whale is about twenty-five feet. It was urged, at a conference of whale biologists convened in June, 1971, at Skyland, Virginia, that conservative quotas be set for the Minke whale in the Antarctic before its numbers are decimated like the Blue, Humpback, and Fin whales. The International Whaling Commission not only failed to set conservative quotas for the Minke whale — it failed to set any quota whatsoever.

As of March, 1972, the whale problem is not on the agenda of the United Nations' conference on the environment to be held in Stockholm in June. As an example problem, which is non-political in character, the conservation of whales would be an excellent subject for discussion because it illuminates the brutish side of our nature, which may be subject to greater sanctions in the

future. Also, if the U.N. conference took up this subject, Japan and the Soviet Union might be spurred to participate in the growing awareness that whales belong *not* to the few able to command harpoon guns in the farthest recesses of the world's oceans, but to the many who would like to know that the oceans will one day teem again with an abundance and variety of whales.

All of this leads to how we think about whales and birds and tigers and elephants . . . and ourselves. We began by touching on Sakyo Komatsu's ecstatic reaction to the whale's song. The same sounds were also heard in August, 1970, by a gentleman who heads one of Japan's three whaling firms. He, too, was pleasantly surprised by the range and variety of the whale's song. Indeed, he said that he would play the whale record at the next meeting of the executives of the whaling industry.

And yet, this gentleman, who has been a chief interpreter of the interests of the Japanese whaling industry to the Japanese government for more than a decade, continues to puzzle me. He is known as the ranking bird conservationist in the Orient, and he helped to draft the treaty between Japan and the United States governing the protection of 150 bird species that migrate between our two countries. I asked him how he squared being such a strong advocate for bird protection with his role in Japanese whaling.

He separates the two pursuits, yet we may hope that other whaling nations join the United States and Mexico to protect Leviathan — and prolong its song. □



Biographical note: Scott McVay, a resident of Princeton, N.J., is Chairman of the Committee on Whales of the Environmental Defense Fund. The opinions expressed herein are not necessarily the same as those held by Air Publications, Inc. or Northwest Airlines.

PASSAGES' CREATIVE COMPETITION NO. 5

Contestants are invited to submit one-sentence summaries of books whose titles are well-known idioms, phrases, adages, or other book titles, which contain at least one homonym.

For example:

Rites of Spring — The collected works of Samson Spring.

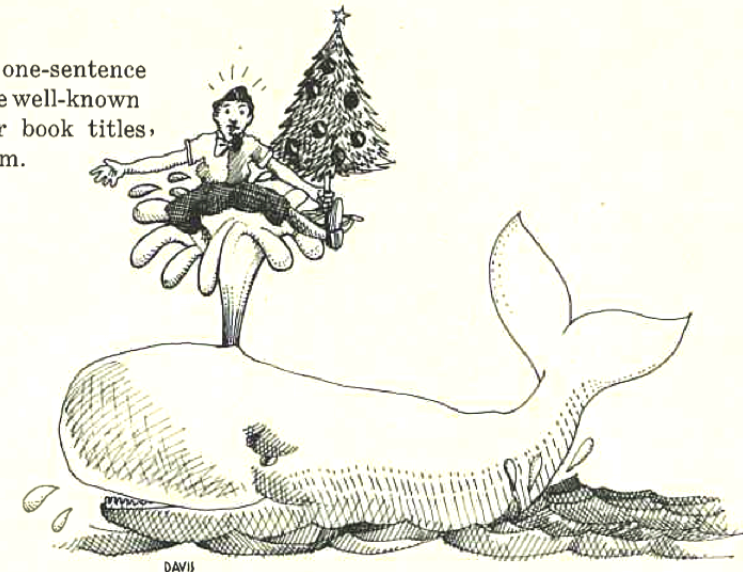
Ides of March — Dr. F. F. March's invaluable compendium of binary compounds, sulfides, bromides, chlorides, etc.

A Child's Christmas in Wales — The tragic saga of a young boy eaten by a school of whales on December 25.

Writers of the three best entries will receive as a prize the 1972 edition of *The Encyclopaedia Britannica Book Of The Year*. Five runners-up will receive a free year's subscription to *Passages*.

Send entries to:

Contest Editor
Passages Magazine
420 Lexington Avenue
New York, New York 10017



RESULTS OF CREATIVE COMPETITION NO. 3

Readers submitted ideas for children's playgrounds in Creative Competition No. 3. The first prize was *The Young Children's Encyclopaedia*, published by Encyclopaedia Britannica, Inc. Runners-up were awarded a free year's subscription to *Passages*. Picking a winner was difficult, but we opted for a group of entries from a group of playground experts—the young students of the Advancement School in New Orleans. Something tells us that most of them were drawing more than playgrounds — they were coloring dreams . . .

First Prize Winners:

Andy Arceneaux, Steven Barrosse, Eric Baxter, Jim Le Blanc, Robert Caffarel, Cathryn Clark, Wade Evans, Nicky Galiarro, Robert Gautier, Donald Hoffman, David Janssen, Nina La Rocco, Tom Malby, Diane McCarty, Timothy Meliet, Dorothy Mills, Cindy Paternostro, Don Rappald, Julie Robinson, Robert Ropacz, Andre Royes, Wesley Ryniker, Steven Sibille, Susan Springer, Jille Tarzetti, Brenda Toups, Valerie Vincent, David Walters, Kirby Wasson.

Runners-up:

James B. Keller, Westfield Center, Ohio; Stephen Knapp, Parma, Ohio; David Linstrum, Chicago, Illinois.

Special Mention:

Lolo and Genya Kihlberg, two young travelers, for the following poetic conception:

Earth, plants and nice clean sand with many shells in . . . We will be so glad if there is a stream running through because we need water for many games.

Also a place for fire, close to the bench for old people. They will teach us what fire is, how to handle it. They will tell us things and listen to us when we are so sorry. May we ask for more?

. . . big trees to sit under, where we can build tree houses with scrap wood for our playground. We will talk to the birds in the trees.

Give it to us . . . please!

It almost happened! The monument to George Washington in our nation's capital was originally intended to depict him as a victorious Caesar, astride a chariot with a laurel leaf wreath crowning his noble brow.

Quite a picture — Washington in a Roman toga!

Compare that picture with the existing Washington Monument and its dignified simplicity. Yet, even *it* was once looked upon as an eyesore.

Despite the fact that the idea of raising a monument to our first president was one of the resolutions set forth by the Continental Congress in 1783, it took thirty-six years for the idea to be realized.

Members of that incipient Congress envisioned an imposing bronze statue of Washington riding a horse — “in Roman dress, holding a fasces in his right hand and his head encircled with a laurel wreath.”

Perhaps they were somewhat influenced by Pierre L'Engant's original plans for the city of Washington, in which he had designated a spot between the Capitol building and the Executive Mansion as the location for “the equestrian figure of George Washington.”

The project was abandoned. Per-

haps it was difficult for Congress to accept the rather outlandish image of Washington, the Emperor — perhaps the proposal was junked because of a lack of funds.

At the time of Washington's death in 1799, sorrow and patriotic feelings prompted Congress to pass an act for the construction of a fitting memorial mausoleum. However, since funds were unavailable and the statesmen could not agree on a suitable design, the resolution again bit the dust.

Finally a group of dedicated citizens, completely exasperated by Congressional indecision, formed the Washington National Monument Society and began to solicit private funds for a million-dollar monument.

This was in 1833, thirty-four years after Washington's death!

The Society invited American artists to submit suitable designs for the proposed memorial. The winning entry was classical and elaborate — a decorated six-hundred foot obelisk

A contest was held in 1833 to determine a suitable monument design. The winning entry was distinctly classical. Note our first president, in a chariot, spear in hand, holding the reins of his fierce steeds.

emerging from a great, circular, colonnaded building, topped with a statue of Washington in a Roman chariot driving four fierce horses.

Poor Washington! It looked as if our great leader was doomed to be memorialized as a Roman conqueror.

Again, it is not certain whether dissension or expense was the cause, but this plan, too, was modified. It should be noted that this was the introduction of the basic obelisk design.

The monument location originally designated by L'Engant was a sodden marsh so the Society obtained congressional authorization for a thirty-acre site nearby. Despite the Society's enthusiasm and good intentions, the subscription drive progressed slowly, but enough funds were finally collected to permit the laying of a cornerstone on July 4, 1848. One of the attendants at the ceremony was Abraham Lincoln, in his capacity as a member of the House of Representatives. Little did he know that years later his memorial would be located nearby.

The trowel employed for this occasion was the same one George Washington had used to lay the cornerstone of the Capitol building nearly fifty-five years before.

In the next six years, subscription funds totaled \$300,000, and the monument reached a height of 156 feet. Memorial stones for the monument continued to arrive from all over the country and from distant parts of the world. A block of Italian marble sent by Pope Pius IX was allegedly stolen and destroyed by the “Know-Nothing” Party (an ultra-patriotic organization dedicated to isolationism). The indignation and controversy sparked by this incident caused the flow of funds to fall off even more, and the enthusiasm of the Monument Society began to diminish. The building program eventually came to a complete standstill.

In its unfinished state, it was called the “ill-fated monument”; many people wagered that it would

never reach completion. To those in the Washington area the obelisk became nothing more than an eyesore. During the Civil War, soldiers drilled on the Mall and cattle grazed on the grass and weeds surrounding it. In fact, Mark Twain likened the structure to a “factory chimney with its top broken off.”

It remained in this neglected condition until 1876, when the United States Centennial program awakened an interest in the monument's completion. Discussions resumed and (you guessed it) it was proposed that the partially built monument be converted to an “equestrian type statue” — with George Washington depicted as a Roman. To the relief of many, this idea was discarded in favor of an unadorned obelisk.

Foreseeing another round of delays, the government took over the monument project in 1880, and the construction was assigned to the United States Army Engineers.

On December 6, 1884, the tremendous capstone (weighing 3,300 pounds) was set in place. The Washington Monument — finally a fitting tribute to the great statesman and military leader — was officially dedicated on February 21, 1885.

Today, the monument is looked upon as an engineering success. Built to the proportions of the ancient Egyptian obelisks, the shaft, which rises roughly 555 feet, is approximately ten times the area of the base (55 feet) and the walls at the bottom are fifteen feet thick.

The shaft is topped by a marble pyramid, an aluminum cap and 144 platinum-tipped lightning conductors.

The foundation covers an area of 16,000 square feet. Although the entire edifice contains 90,854 tons of marble, granite and concrete, it has settled less than two inches, and its sway is less than one-eighth of an inch in gale winds.

When work was resumed on the structure, the new Maryland marble, with which the remainder of the

monument is faced, was secured from the same vein as the original stone used for the lower part. However, this stone came from a different stratum and had weathered to a different tone, hence the noticeable “ring” on the shaft.

For the energetic, there is an iron stairway of 898 steps and fifty landings, ascending to the 500 foot level. The speedy elevator makes the ascent in seventy seconds. Going up or down the stairway, one can view the 189 “tribute blocks” set in the inner wall of the stairwell. These were donated by states, cities, individuals, organizations and foreign powers — and each is a conversation piece.

The awe-inspiring monument is Washington's most prominent landmark, and the most popular visitors' attraction; it offers the finest panoramic view of the city.

There are eight observation windows, two on each side, located at the 500 foot level. From these openings one can see other major landmarks in each direction: To the north, across the Ellipse is the White House; across the Tidal Basin, to the south, is the domed Jefferson Memorial; the Mall and the Capitol can be viewed to the east; and to the west are the stately Lincoln Memorial and Arlington Cemetery.

Appropriately enough, the monument is surrounded by fifty American flags, representing each state. These have had a permanent placement since Washington's Birthday in 1959. Prior to that date they were displayed only on the Fourth of July (for the annual ceremonies) and on February 22 (Washington's Birthday).

As the eye travels up to the top of the white marble shaft, one is struck by the majesty of this symbolic memorial. It is truly a fitting monument to a great man's achievements.

It looms proudly, piercing the sky and dominating Washington, D.C. George Washington, a Roman conqueror . . . in Roman dress? One shudders — in relief! □

by Lucille Goodyear **ET TU WASHINGTON...?**



▪ Eight years ago this month, Bobby Baun, a rugged defenseman for the Toronto Maple Leaf hockey team, was carried from the ice on a stretcher. Most athletes would have accepted the fact that a broken ankle was enough to suspend even the lightest of physical activities, much less ice hockey. But, for Bobby Baun, this was no ordinary game; it was a Stanley Cup playoff. Requesting only a shot of novocain to deaden the pain, he gallantly returned to the action. By the time he reappeared, the contest was deadlocked in a tense, sudden-death overtime period. One goal for either side would mean victory. There was Baun, playing his usual spot on the Toronto rearguard. Midway through the overtime session, the puck slid out to him at the blue line. He slapped his stick. Goal! Despite the pain of a cracked bone, Baun had not only played, but had scored the winning goal.

An injury also thrust former New York Ranger coach, Lester Patrick, into a most unusual situation. Patrick's Rangers were facing the old Montreal Maroons in the 1928 playoffs, when the New York goalie, Lorne Chabot, was hit so severely in the eye that he was rendered unconscious. Reserve goalies were a luxury in those days, so Patrick was forced to ask permission to recruit a spectator, Alex Connell, of the Ottawa Senators from the stands. When the Montreal management refused to allow Connell to play, Patrick returned to the gloomy Ranger dressing room to inform his team of their plight. To his surprise, Captain Frank Boucher suggested that Patrick, although long ago retired as a player, fill in as netminder. The venerable coach protested vehemently, but he had no other choice. So with their white-haired coach tenuously guarding their cage, the Rangers met the Maroons. The New Yorkers, fearful for Patrick, protected him as if he were Humpty Dumpty and finally defeated Montreal, 2-1, on Boucher's overtime goal. The weary coach had to be carried from the ice, but his inspirational play turned the tide for New York as the Rangers went on to capture the Stanley Cup from Montreal.

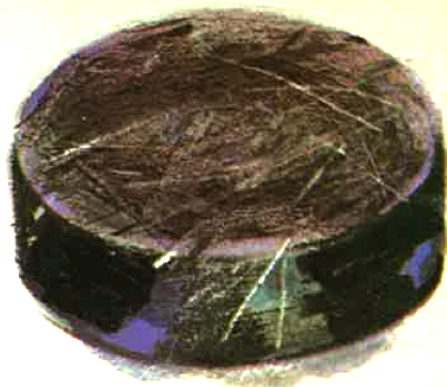
The Stanley Cup Playoffs, the National Hockey League's contribution to the celebration of spring, have delighted hockey fans with some of the most exciting and bi-

zarre action in sports history. Each April, the eight qualifying teams battle each other in best-of-seven series until a champion earns the pleasure of drinking champagne from the hallowed Cup of Lord Stanley, who bought the heavy silver trophy for ten pounds (\$56) in 1899. More often than not, the playoffs have produced unusual achievements by the likes of a Bobby Baun or Lester Patrick, but it is also the fans, sparked by fierce team loyalty, who exhibit extraordinary performances.

To understand the joy of hockey is to understand the fierce dedication of hockey fans. Not only do they boisterously support their favorite squad, but they truly despise the other teams. The National Hockey League derives much of its flavor from such lovable madmen. When an arena is packed with a crowd that loves the good guys and hates the bad, it is small wonder that such spectacles as took place in New York's Madison Square Garden in last year's Stanley Cup playoffs are not more numerous.

Late in a New York Ranger-Toronto Maple Leaf game, the two teams became embroiled in a brawl that spread from player to player. In the interest of teammate preservation, both team benches emptied and soon forty players were grappling with an intensity rivaling only bargain hunters at a January white sale. Normally, goaltenders, who wear molded plastic face masks, are understandably possessive about their expensive protective gear. But in the melee, the Rangers' Vic Hadfield wrested the mask from the Toronto goalie, Bernie Parent, and flung it into the stands. The fans, always in quest of souvenirs, flatly refused to give it back. Parent is no fool; he knows how fast the puck is shot at the goal. Preferring the safety of the bench to braving slap shots unprotected, he more than encouraged Jacques Plante to replace him as the Maple Leaf netminder. It can be assumed that Parent's plastic mask still adorns a fan's mantlepiece, somewhere in New York.

But for fan and player alike, the most prized trophy of all is the Cup. In most sports, the teams strive for excellence in the regular season. Victory in subsequent playoffs (the first four finishers in each division enter Cup playoffs) is just the whipped cream that tops the dessert that was



earned during the season. A team that loses the baseball World Series can still look back with pride to winning the league pennant. But in hockey circles, the Stanley Cup is regarded as the total bonanza. Last year, the Boston Bruins tore through the regular season with one of the greatest teams ever assembled. They shattered a bushelful of team and individual records, but even Bostonians would admit that the Bruin effort was soured when the Montreal Canadiens upset them in the opening playoff series. In the aftermath, the Boston scoring records lost much of their sheen when compared to the Stanley Cup triumph of the Canadiens.

This year, the Bruins again have to be considered one of the favorites to capture the Cup. Beyond having a quality team, they have one of the best advantages of all: perhaps the most blustery home audience in the league. The Bruins, who play a bashing, hard-rock style of hockey, seem to perform in direct proportion to the decibel count in Boston Garden. More than one Bruin opponent has termed the Beantown arena "the zoo."

New York's Rangers have waited thirty-two frustrating years to bring home hockey's Holy Grail. There is a good chance they will succeed this year and finally reward

fans who have been obsessively loyal during the long wait. Despite having one of the most talented squads for the last six years, the Rangers have fallen just short of their goal in a manner similar to the way the Dallas Cowboys flirted with football's championship. Since this was the Cowboys' year, perhaps it is the Rangers' turn to satisfy their quixotic fans.

When one thinks of hockey's best, the Montreal Canadiens must be included. They always reach a frenzied peak at playoff time, as they proved last year when they rallied from what had been, by Montreal standards, a mediocre third-place regular season finish. They sprung rookie goalie Ken Dryden, and, behind this Cornell and McGill University law student, the Flying Frenchmen surged to their seventeenth Stanley Cup last year. Again, Montreal must be labeled one of the favorites.

Or how about the Chicago Black Hawks? Few teams can boast of such superstars as Bobby and Dennis Hull, Stan Mikita, and Tony Esposito. They also are a brutal force that must be respected.

Jimmy the Greek, the Las Vegas handicapper, would probably direct the smart money to be wagered on Boston, New York, Montreal, or Chicago in this year's Stanley Cup finals. But history discourages any odds making. Fourth-place teams from either East or West Division have the same chances as first-place clubs. The steady Toronto Maple Leafs or the rebuilt Detroit Red Wings may break through and fashion an upset. Or maybe the fledgling Minnesota North Stars might beat the pack in the West division playoffs and become the first expansion team to win the Cup in the finals.

When the North Stars were created, the Minnesota fans were a

hockey oddity — they applauded the good plays of the opposition as well as the home team's heroics. This cheering technique, though certainly polite, was more suited to tennis than hockey. Now, the crowds at Minnesota's Met Center are as obsessively loyal and intimidating as those at Boston Garden. And for good reason. Spearheaded by a stingy defense and two excellent goalies, Cesare Maniago and the grizzled veteran, Gump Worsley, the North Stars have played winning, hard-nosed hockey this year, to the delight of their vociferous supporters.

Whatever the outcome, the 1972 Stanley Cup playoffs are sure to excite even the most casual observer. Pay close attention, whether you're a hockey buff or not. But be careful; you may get as involved with the excitement as the loyal Montreal fan who once attended a playoff game in Chicago.

While the Canadiens battled the Black Hawks, the Cup itself was on display in the Chicago stadium lobby. When Chicago pulled ahead, it became apparent to the Canadian fan that it was just a matter of time before his team was to be eliminated. Although Montreal was losing the Cup on the ice, he took matters into his own hands. He stalked out to the lobby and broke into the showcase. Struggling under the weight of the 150-pound chunk of silver, he was all the way to the door before he was halted by stadium guards. Naturally they asked him where in blazes he thought he was going with silverware that belonged to the Chicago Black Hawks.

He replied, "I am taking it back to Montreal . . . where it belongs!"

Stanley Cup time is here; anything can happen. But one thing is certain — it won't be dull. □

Lord Stanley's Annual Spring Frolics

by Robert Boyles



ILLUSTRATION BY BOB HANDVILLE



Pagkain of the Philippines by William Clifford*

Americans arriving in the Philippines immediately feel more at home than anywhere else in Asia. Many of the people speak English; they belong to Christian churches (four-fifths Roman Catholic). They generally seem rather westernized, and they eat hamburgers, hot dogs, ice cream, and drink Coke.

But it doesn't take long to discover that the American presence has been only the latest of several influences in Philippine history, and in most ways it has not been the strongest. For example, the foundations of Filipino cooking were laid by the Malays, the Chinese, and the Spaniards. Filipinos are Malays, related ethnically to the people of Malaysia and Indonesia just as their 7,000 islands (about 400 permanently inhabited) are related geographically. Their spicing, their use of rice, coconut, tropical fruits and vegetables, and many of their cooking methods are similar.

All Southeast Asian countries lean heavily on two seasonings, garlic and salty fish sauces. Garlic happens to be the best bactericide in the human diet, and in tropical lands with little refrigeration it serves a healthy purpose as well as an appetizing one. Fish sauce comes in two forms: a clear liquid, called *patis* in the Phil-

ippines, and a paste, *bagoong*, which is made of either fermented shrimps or fish. *Bagoong* is nearly 100 percent protein. Both *patis* and *bagoong* figure in the preparation of many dishes, or they are added as seasonings at the end, or used on the table like salt.

The Chinese never came to the Philippines in large numbers, but they traded there for centuries before the Europeans arrived, and the influence of their ancient cuisine is obvious. They are responsible for the Filipinos' extensive use of soy sauce (*toyo*), bean curd (*tokua*), bean sprouts (*togue*), bitter melon (*ampalaya*), noodles (*pancit*) and egg rolls (*lumpia*). The Filipinos also learned steam cooking from the Chinese.

In 1542 the Spaniards named the country Las Felipinas, after the Infante who became Felipe II. They shipped in pigs, olives (and a consequent taste for cooking in lard and olive oil), sausages, chocolate (from Mexico), and fancy pastries. They also brought the habit of four meals a day, including the late afternoon Spanish "high tea" called the *merienda*, followed by a very late dinner. And most importantly, they introduced the Christian religion that allowed the Filipinos to eat pork, a meat forbidden to the neighboring Malays and Indonesians who are mainly Moslems.

All of the Philippine Islands lie in the tropics, where it is hot and humid the year round. Various highland regions offer a more bracing climate, but they are sparsely populated. Leading crops are rice, corn, coconuts and sugar. The International

The savory delicacies pictured on the plate were prepared at Philippine Garden Restaurant in New York City. The fortunate photographer is about to consume (from top to bottom) ukoy (shrimp and beansprout pattie in garlic sauce), tadyang (Philippine spareribs), lumpia (egg roll), and relyeno hipon (stuffed shrimp).

PHOTO BY LEN JOSSEL

* Food

Rice Research Institute at Los Baños, forty miles from Manila, is the world's leading center of research on this vital cereal, which nourishes more than half of mankind. New strains of rice from the Philippines are helping to make possible the "Green Revolution" now sweeping across South and Southeast Asia.

Chief among animals raised for food are chickens, pigs, goats, and cattle, both cows and water buffalo. With cockfights held in every large village, there's always a supply of defeated rooster for the stew pot. Innumerable varieties of fish and shellfish are brought up from the surrounding waters, together with some of the world's choicest pearls — from the Sulu Archipelago in the south — and mother-of-pearl. Citrus and tropical fruits abound. So does every vegetable, whether Asian, European, or American Indian by origin.

In addition to their strong affinity for the tastes of garlic, fish sauce, and coconut milk, Filipinos are inclined to add a sour taste to many of their dishes. They often do this with vinegar, tamarind, papaya, or other green fruits, a special sour cucumber-like fruit called *kamias*, and particularly with their small lime, the *kalamansi*. They squeeze fresh *kalamansi* juice on almost every meat and vegetable the way the Italians use fresh lemon.

Another distinguishing characteristic is the propensity to combine two major ingredients such as two meats or meat and fish in one dish. It's as though the Filipinos wish to blend foods as they seem to have blended cultures and races. This shows up in the popular *Adobong Manok at Baboy* (or simply *Adobo*), which is a leading contender for the national dish. It brings together chicken (*manok*) and pork (*baboy*), first marinated in vinegar and garlic, then simmered and browned in fat. The meats are finally returned to their simmering sauce, which may have other ingredi-

ents such as coconut milk, tomatoes, and pineapple. Turmeric (*dilao*) is used to create a yellow color, and annatto (*achuete*) a red. (Filipinos use annatto seeds and oil exactly as Puerto Ricans do.) *Adobo* can also be made with squid (*pusit*), shrimps, pork alone, or chicken alone. But the chicken-and-pork combination is the most popular. *Adobo* is a dish for traveling, inasmuch as it keeps well and seems to taste even better reheated. It is nearly always served with plain rice.

Another contender for national dish honors, but one that you don't find so readily as *Adobo* because restaurants consider it too common to serve, is *Kari-Kari*. This is an oxtail or beef and vegetable soup thickened and flavored with powdered toasted rice and peanuts. The vegetables may include *sitaw* (a variety of cowpea) or string beans, eggplant, radishes, banana heart, as well as onions, shallots, scallions, and garlic.

A third favorite is *Pochero*, the Sunday-dinner stew of chicken, beef, pork, sausage (any or all), and every vegetable the family happens to have or to like, including cooking bananas and chickpeas. It is often accompanied by a relish of mashed broiled eggplant seasoned with garlic.

One more candidate is certainly *Sinigang*, a soup of so many parts that the name has come to stand for any sort of mixture or mess. Essential ingredients besides meat or fish and vegetables are sour fruits such as *kamias*, tamarind, green mango and guava.

A leader among the many additional showpiece dishes is *Litsong Baboy*, which is roast suckling pig stuffed with tamarind leaves and served with a pork liver sauce. Other popular creations are *Rellenong Manok*, boned roast chicken stuffed with ground pork, sausage, and hard-boiled eggs, and *Morcon*, a rolled beefsteak with somewhat similar stuffing. The taste for organ meats

is satisfied not only by liver sauce, but with many a stew of innards, particularly tripe (*goto*).

As elsewhere in the tropics the variety of vegetables in the Philippines is overwhelming. In addition, green fruits are often cooked as vegetables, as are edible flowers such as squash and banana blossoms, and the pith of banana and coconut palms (*ubod*). Baked or boiled sweet potatoes are a popular poor man's food, while *Camote Frito* are crisp sweet potato chips dusted with powdered sugar.

When you want a snack away from home you may stop at a *panciteria* or noodle shop. Wheat egg noodles are called *pancit*; rice noodles are *sotanghon*. Snacks, both salty and sweet, are supposedly the substance of the late-afternoon *merienda*. However, when there are guests, this meal sometimes becomes such a feast that you may be served almost anything except the plain boiled rice that denotes dinner. Among the sweets, there will probably be glutinous rice with coconut milk, and a favorite of Spain, *Flan* or *Leche Plan*. I have one recipe for 8 servings of this rich egg custard made with 8 egg yolks, another with 12 yolks, and a third with 25! But in the last case it is given the Spanish name, *Tocino del Cielo* or heavenly lard. Meals are sometimes ended more simply with a white cheese (*quesong puti*) made from the milk of the *carabao*, or water buffalo.

When you need a refreshing cold drink, try the slightly milky water from a green coconut. Or the Philippines' sweet milk shake, *Halo-Halo*, a nutritious liquid based on coconut milk enriched according to fancy with soft young coconut meat, pineapple cream, beans, and other bits of fruit and vegetables. For drier palates there's fermented palm sap (*tuba*), or the Philippines' superlative San Miguel beer, one of the leading brews of the world. □

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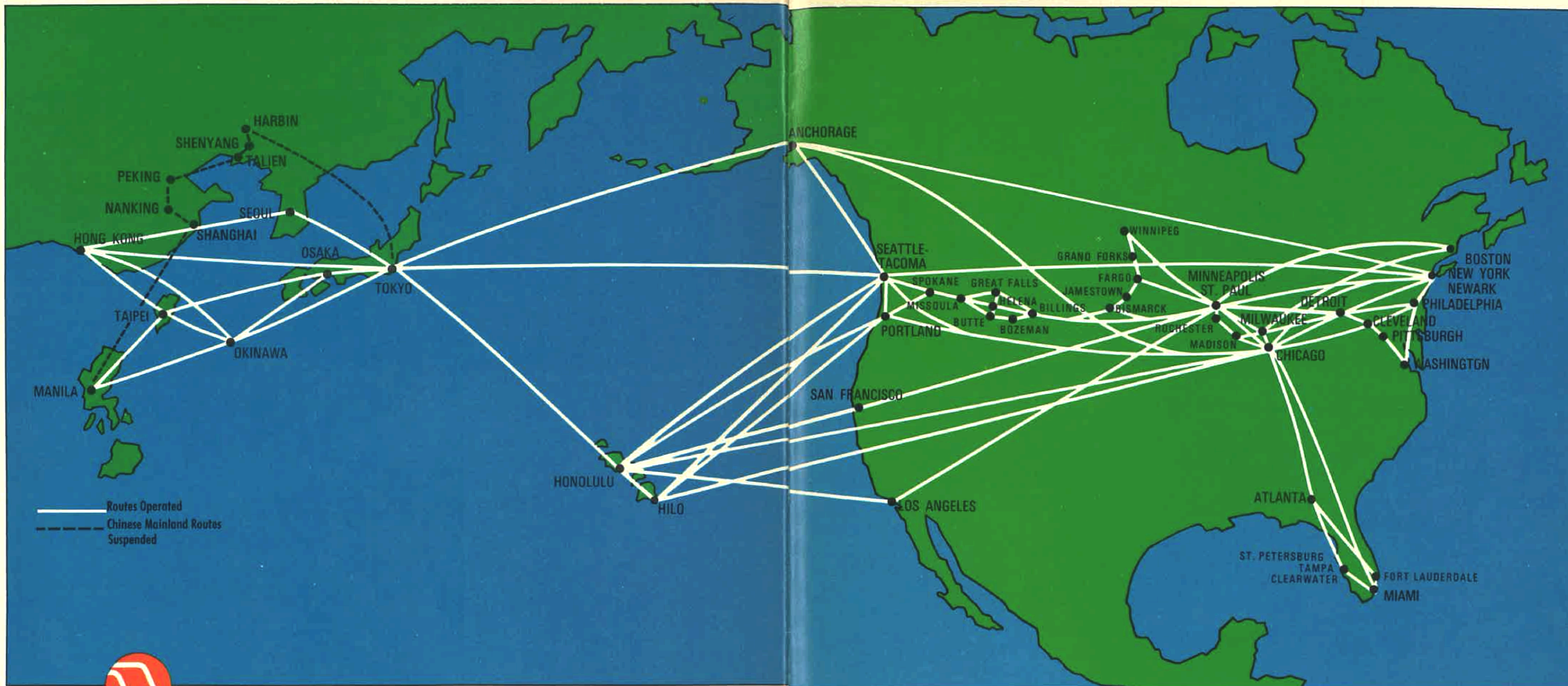
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Travelers Should Plan to Arrive at the airport boarding gate at least 20 minutes before the scheduled departure of a domestic flight and at least 40 minutes before the departure of an international flight. Under normal conditions North-

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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.

Pets enjoy special handling. They may be safely shipped in the cargo compartment. They must be confined in approved containers, which may be purchased through the Airlines. Arrangement should be made in advance of your trip.

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 pace-makers, 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.

Anything manufactured in North Korea may not be brought into the U. S.

Be certain to declare everything acquired abroad, including personal effects which have been worn or used. Families traveling together may pool their exemptions to apply on total value of all articles declared.

Travel Bargains. All travel dreams are possible, thanks to bargain fares. Northwest Orient has reduced jet fares, whenever a seat is available, for all young people 12 through 21. The YOUTH FARE PLAN is good in the continental U. S. and applies all year around. To qualify, young people must have a Youth Fare identification card which they can purchase from Northwest Orient for \$3.

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For details of the above travel bargains, consult a Northwest Orient office. **Credit Plans:** For the purchase of transportation, Northwest honors 23 credit cards including Northwest Air Credit Card, Universal Air Travel Card, plus American Express, BankAmericard, Carte Blanche, Diner's Club, Interbank and Master Charge Cards.

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Florida's festival circuit

Those of you contemplating a Florida vacation in the spring would do well to aim for the end of April or the beginning of May, when planning your trip. The Sunshine State literally blossoms with festivals and other attractions during this merry time.

Water skiing enthusiasts won't want to miss the Cypress Gardens Festival, in Cypress Gardens, April 15-23. You and your camera won't believe your eyes or shutters as experts demonstrate barefoot skiing and kite flying in one of the most amazing water skiing spectacles under the Florida sun. Ring 813-293-2111 to find out more.

If you found the feats of the skiers thrilling, you'll want to attend the Flying High Circus in Tallahassee

on the weekends of May 5 and May 12. Florida State University's internationally renowned collegiate circus performs exploits which will shock and amaze the most callous circusgoer. The students entertain the throngs with tightrope walking, trick bicycle riding, tumbling, trapeze maneuvers and, of course, the escapades of clowns. Call 904-599-2125 for more circus information.

There is something for everybody in Florida. In fact, Mother's Day is observed at Jacksonville Beach with a Diaper Derby. (Contestants must be less than one year old . . . and fast.) The infant entrants must crawl from the center of a circle, drawn in the sand, to their rooting mothers. Trophies are awarded to the winners, and racing experience is not a prerequisite. Call 904-249-5621 for details, and start to train your child now.

Louder and faster racing is available at the Dune Buggy 400 in Orlando. Contact the Eastern Dune Buggy Association, P. O. Box 3261, Orlando 32802.

Both one year olds and dune buggies can outrace giant loggerhead sea turtles, but the former cannot lay eggs. The sea turtles perform this function annually. In fact, the Jensen Beach Chamber of Commerce and the Florida Department of Natural Resources sponsor a Turtle Watch from May 15 — August 15. Silent groups may gather to observe the creatures dig nests in the sand with their flippers. Flash cameras and flashlights are permitted, but call 305-287-2090 for complete details.

Fort Lauderdale offers a 48-team softball tournament from May 26-29. The double-elimination event is staged at four different fields, and the umpires don't mind a little good-natured jeering. Ring up 305-527-2621 for more information.

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One of the reasons Henry VIII was so fat was his predilection for English faire food. The porcine king, were he alive today, would literally quiver with delight at the prospect of the 10th annual Renaissance Pleasure Faire and Springtime Market, which is scheduled for every weekend in May in the Los Angeles area.

The annual pageant is an authentic re-creation of English faires during the reign of the Tudors. Los Angeles craftsmen market olde English wares; traditional foods, saucy and piquant enough to sate the appetite of a Henry, are served. Fair damsels hold court in kissing booths as young gallants fight to win their favors. The works of Elizabethan

playwrights are performed by various troupes. Strolling minstrels and lutists abound, and a mad spirit of revelry spices the proceedings.

Faire-goers are urged to attend dressed in 16th century garb, and costumed spectators who come to the faire on horseback are admitted free.

Ye can ill afford to miss these revels, so call 213-656-FAIR for directions, costume information and details.

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Authorized by Congress, sup-

ported by the president, and produced by the Department of Transportation, Transpo 72 will be the largest international showcase for transportation products, systems and technology ever developed. Exhibits, demonstrations, and displays detailing advances in all modes of transportation — land, sea, air and space — are scheduled. Entertainment will be provided daily by such crack aerobatic teams as the Navy Blue Angels, the Air Force Thunderbirds, and the Army Golden Knights; a truck rodeo is also featured.

While visitors view the exhibits and the daredevils, a number of professional and technical symposia will be staged in conjunction with Transpo 72. Experts will discuss such subjects as air and surface transportation, electronics, meteorology and air cargo.

Exposition planners expect over one million people to attend Transpo 72, and ample food, parking, sanitation, and medical facilities will be provided.

So if you're in Washington, D.C. around Memorial Day, drop into Transpo 72. Find out how society is solving the problem of moving you.

Furniture mart goes public

The public is about to get a long-awaited look at the latest developments in the home furnishings field. Chicago's American Furniture Mart, which houses thousands of furniture showrooms previously reserved for retailers and industry buyers, has opened its doors to the layman.

The Mart has scheduled consumer education tours, with the cooperation of hundreds of participating exhibitors. Each tour comprises in-depth visits to 6 showrooms, and 12 tours are available each week.

The furniture in the Mart has been arranged by some of the most creative interior designers in the business. Tourists are expected to leave the Mart literally seething with new ideas for their own homes.

The tours are scheduled on Monday, Wednesday and Friday; admission is \$1.00. More information may be obtained from the Chicago Convention and Tourism Bureau, 332 S. Michigan Avenue, Chicago, Illinois 60604. □

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