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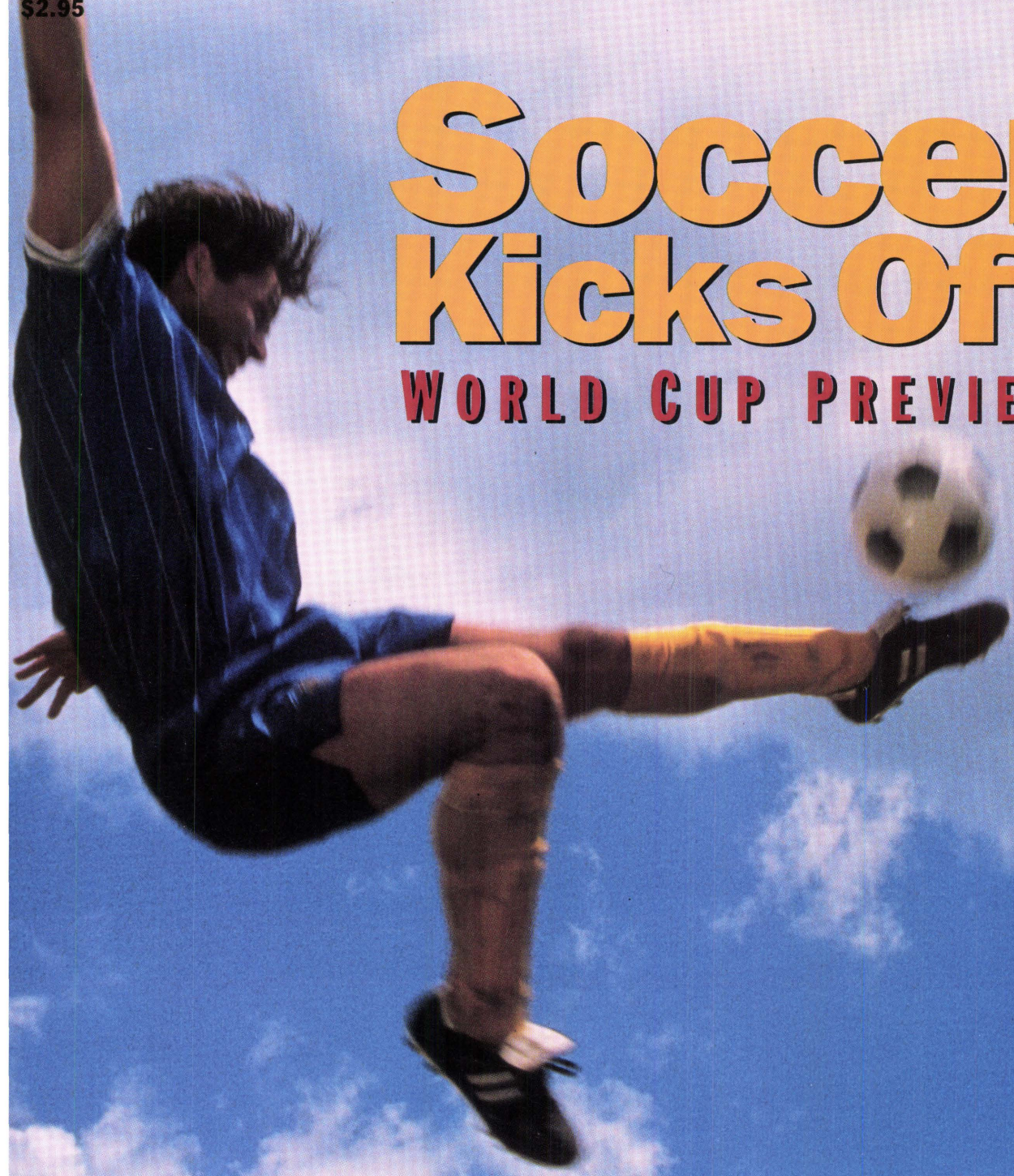
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EUROPE

MAGAZINE OF THE EUROPEAN UNION



12

GREECE

The Search for Solutions. Greece continues its odyssey in search of economic successes. *Kerin Hope* 6

Interview. Thomas Niles, US Ambassador to Greece, talks about US-Greek relations, US troops in the Former Yugoslav Republic of Macedonia, and the Greek EU presidency. 9

TRAVEL

Greek Island Hopping. Yachting is not only for the fabulously wealthy. *Dave G. Houser* 12

The Orient-Express. The perfect elegant vacation on rails across Europe. *Robert J. Guttman* 16

Exchanging Vacation Homes. It's a great way to see a new place and not as difficult as you might think. *Lynda and James Gardner* 20

Normandy. One of the most accessible parts of France and one of the most rewarding to visit. *Reginald Dale* 22

Travel Book Roundup. Reviews of this year's crop of travel books. 46

D-DAY ANNIVERSARY

D-Day Remembered. Fifty Years Later Normandy prepares for a commemoration of the famous Allied landing. *Robert Lever* 25

Making The Longest Day. The inside story of one of the biggest film projects ever. *Fred Hift* 28

WORLD CUP 1994

1994 World Cup. An Old World game comes to New World stadiums. *Jonas Weiss* 32

Insider's Guide to World Cup '94. Who's who in the tournament of tournaments. *Per Hoyer Hansen* 35

DEPARTMENTS

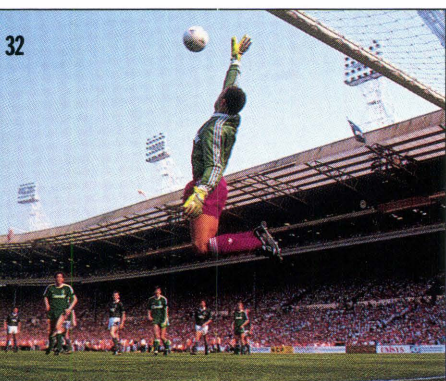
2 Letter from the Editor

4 Eye on the EU

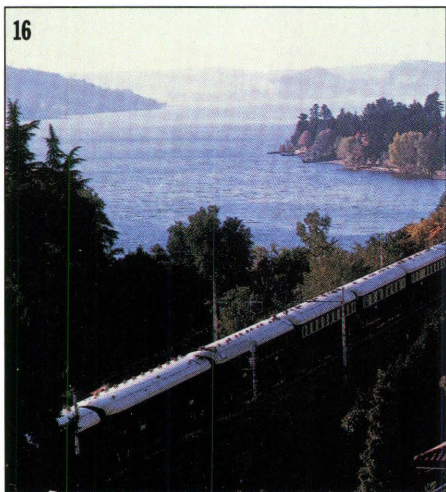
36 Capitals—Letter from Corfu

42 Newsmakers

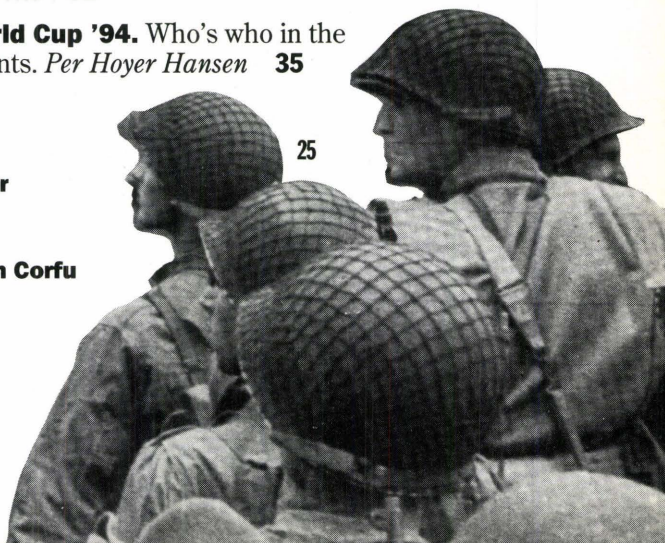
46 Arts & Leisure



32



16



25

Letter from the Editor

From traveling across Europe on the luxurious Orient-Express, to sailing around the beautiful Greek islands, to the 50th anniversary D-Day celebrations this summer in Normandy, to exchanging residences with a European family, *EUROPE*'s annual travel issue is full of ideas and tips about traveling in Europe this year.

Everyone has heard of the Orient Express but not everyone knows what it's like to travel across Europe aboard a train that will provide a "once in a lifetime" journey. *EUROPE* profiles a trip on the famous train and rates it as great a train ride as you are ever likely to take.

Dave G. Houser writes about sailing the gentle, blue waters of the Aegean and exploring the Greek islands.

Reginald Dale, who has lived in Normandy, profiles the French region for the many travelers who will be going over to take part in the D-Day anniversary activities along with President Clinton.

Jim and Lynda Gardner and their family have been "home exchanging" in France for the past six summers. They explain how you can take advantage of these home exchanges and "partake of that rarest luxury available to the foreign traveler—the opportunity to see the world through the eyes of another culture."

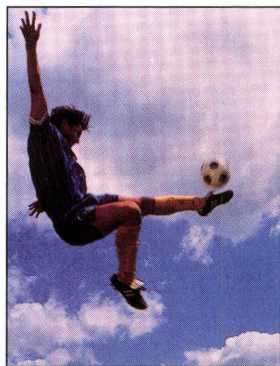
Kerin Hope profiles the Greek island of Corfu where the EU council meeting will take place next month. And Elisabeth Farrell presents a roundup of the latest travel books to help you in planning your summer vacation in Europe.

Robert Lever looks at D-Day 50 years later. He discusses the upcoming D-Day activities that commemorate the beginning of the liberation of Europe with the Allied invasion of the continent known as Operation Overlord.

Fred Hift looks at the making of the movie *The Longest Day*, which is probably the best known film about D-Day. As publicity director for the film's producer, Darryl F. Zanuck, Hift offers little known facts about the intricacies of making this difficult but highly successful movie.

The United States is rolling out the red carpet as the host of this summer's World Cup championship. From nine US cities, Americans will view more soccer this summer than ever before. *EUROPE* profiles the team matchups and some of the outstanding players to watch this summer.

Greece, currently the President of the EU, is our featured member country this month. Kerin Hope, writing from Athens, discusses the Papandreou government, economic woes, Greek business in the Balkans, and the trade embargo against the Former Yugoslav Republic of Macedonia. And US Ambassador to Greece Thomas Niles looks at Greek-American relations in an exclusive *EUROPE* interview.



Soccer mania kicks off as the US hosts the 1994 World Cup.

EUROPE

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Reuters has contributed to news reports in this issue of *EUROPE*.

Robert J. Guttman
Editor-in-Chief

LATIN AMERICA

A New Investment Partner

How to Reap the Dividends of the Region's Economic Revival

LONDON · JUNE 9-10 · 1994

JUNE 9

CONSOLIDATING AND SPREADING THE BENEFITS OF ECONOMIC CHANGE IN THE REGION

Enrique V Iglesias, President, Inter-American Development Bank

FUELLING FUTURE ECONOMIC GROWTH

Eduardo Aninat, Finance Minister, Chile

Fernando Cossio, Minister of Finance, Bolivia

Julio Sosa, Finance Minister, Venezuela

TURNING THE NEW INVESTMENT ENTHUSIASM INTO LONG-TERM CAPITAL FLOWS

David C Mulford, Chairman, CS First Boston Limited, London

Onno van den Broek, General Manager, ING Bank International

SOCIO-ECONOMIC REFORM IN LATIN AMERICA: TOWARDS A NEW SOCIAL AGENDA

Carlos Rojas, President, Solidarity Fund, Mexico*

Gert Rosenthal, Executive Secretary, ECLAC, Santiago

INNOVATING TO PROMOTE NEW FORMS OF SUSTAINABLE GROWTH

NEW DIRECTIONS FOR COMMERCIAL FUNDING

Sir Michael Palliser, Vice Chairman, Samuel Montagu, London

CHANNELLING PRIVATE SAVINGS INTO FINANCING SOCIAL NEEDS

Julio Bustamante, Superintendent, Pension Fund Administrators, Chile

LINKING SCIENCE AND INDUSTRY

Hugo Varsky, Executive Director, Bolivar-Enlace Programme

LATIN AMERICAN INVESTMENT - FUTURE PROSPECTS

Michael Brook, Director, Developing Country Finance Group, West

Merchant Bank, London

Roger Palmer, Director, Equities, Kleinwort Benson, London

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REGISTRATION INFORMATION

The fee for the conference is £650 plus VAT at 17.5%. This includes both lunches, the cocktail reception and all documentation. Fees are payable in advance and will be refunded less a £65.00 cancellation charge for any cancellation received in writing on or before June 1, after which time we regret there can be no refund. Substitutions may be made at any time. The conference sponsors reserve the right to amend the program if necessary.



Herald INTERNATIONAL Tribune
PUBLISHED WITH THE NEW YORK TIMES AND THE WASHINGTON POST

JUNE 10

REGIONAL AND SUB-REGIONAL INTEGRATION: AN ENGINE FOR GROWTH

NAFTA

Herminio Blanco Mendoza, Under Secretary of International Commercial Negotiations, Mexico

CENTRAL AMERICA

Ana Ordonez de Molina, Finance Minister, Guatemala

THE GROUP OF THREE

Government Minister, Colombia

THE ANDEAN REGION

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SOUTH AMERICAN FREE TRADE AREA

Rubens Antonio Barbosa, Ambassador, Brazilian Embassy, London

THE LINK WITH EUROPE

Juan Prat, Director-General for North-South Relations, European Commission, Brussels

ROUNDTABLE: INVESTING IN MAJOR NEW INFRASTRUCTURE PROJECTS

Russell Herbert, Managing Director, Global Gas, British Gas, London

Inaki Santillana, Chief Executive, Telefonía Internacional, Madrid

CONSOLIDATING THE GAINS: OPPORTUNITIES FOR FUTURE INTERNATIONAL INVESTMENT

ECUADOR

Leonardo Stagg, Director, Ecuadorian National Finance Corporation

PERU

Jorge Camet, Minister of Economy

URUGUAY

Ignacio de Posadas, Minister of Economy

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EYE ON THE EU

Only six weeks before the beginning of the Greek presidency of the Council of Ministers on January 1, Alexandros Zafiriou was sitting in his office in Bern. He had been Greece's Ambassador to Switzerland for less than a year and was still grappling with the intricacies of Swiss politics. Suddenly the order came from Athens to depart posthaste to Brussels to become Greece's Permanent Representative (Permrep) and Ambassador to the European Union.

Normally a Permrep arrives a good couple of years before the beginning of a presidency so he may thoroughly master the ropes before he takes charge. This was certainly the case with British Ambassador Sir John Kerr, who won high praise for his conduct during the difficult British presidency, which followed the original Danish rejection of the Maastricht Treaty.

Zafiriou's belated appointment was a direct result of the change of government in the Greek general election in October. The incoming Socialist government of Andreas Papandreou abruptly decided to replace the previous Permrep, Leonidas Evangelidis, who had fully expected to be in charge of the presidency.

Fortunately for Zafiriou, he was not quite thrown in at the deep end. He had two previous tours of duty in Brussels behind him, once in the Greek delegation to NATO in 1974-79, and again in 1982-86 when he was First Deputy and then Permrep. So he feels that he has been round the course before,

even though it was a tall order to take over with such short notice.

Now aged 59, Zafiriou was born in Athens, though neither of his parents, both lawyers, were Athenians. His father, who became a senior civil servant responsible for agricultural policy, came from Asia Minor, from which the Greek population was expelled after World War I.

His mother, who is still living, came from the island of Samos. Zafiriou, an only child, recalls this with pride saying that Samos, which at one time was a separate principality, is renowned for the independent spirit of its people.

Zafiriou's memories of his childhood spent under the German occupation are not particularly happy, though he enjoyed himself as a law student at Athens University after the war. He had intended to pursue postgraduate studies in Paris and sat the stiff entrance examination for the Greek foreign service more or less as a diversion, curious to see what sort of marks he would gain.

He attributes his success to this laid-back attitude, saying he doubts whether he would have passed the exam if he had felt seriously engaged. Nevertheless, he accepted the post he was offered and has now been a professional diplomat for 33 years.

His work has fallen neatly into two categories—bilateral posts and involvement with

multinational affairs. The former include postings to Tehran, Ankara, Bern (twice), Nicosia, Munich (as Consul-General), and Bonn, where he was Ambassador for two years at the time of German reunification.

Apart from a period when he had "the very enriching and completely different experience" of being director of the Asian section of the Greek Foreign Ministry,

Zafiriou's career has otherwise focused on the European Union, including a spell as director of the European affairs section of the ministry.

He inherited a busy agenda for the new presidency, with the implementation of phase two of Economic and Monetary Union, the follow-up to Jacques Delors' white paper on growth, employment, and competitiveness, and the completion of the enlargement negotiations with Austria, Finland, Sweden, and Norway. In foreign affairs, the Greeks have the responsibility of proposing new areas for "joint action" under the Maastricht Treaty, for pursuing the search for a peaceful settlement in Bosnia, and for participating in the Middle East peace process.

On very few of these issues is Greece generally regarded as being well placed to promote acceptable compromises. Yet this is Zafiriou's task as he presides over the powerful Committee

of Permanent Representatives (COREPER). This is responsible for the day to day oversight of the EU and for preparing the ground for all the meetings of the Council of Ministers. To a considerable extent, the success or failure of an individual presidency depends on the skill with which its Permrep handles COREPER.

Zafiriou seems undaunted and settled in quickly again in Brussels with his Swiss wife, Liselotte, and his 12 year old son Nicholas. Despite his heavy workload, he continues to indulge his two lifelong passions, walking and reading.

"I love walking in cities to study the atmosphere, the architecture, the behavior of people in the street. Every city has its own personality, and this is how you discover it," he confided recently. "Walking in the countryside is different. It's a solitary activity, a time for reflection, for recollection, even programming one's life."

As a reader, he says he "devours everything" but is repeatedly driven back to the classics, especially Homer. He reads them in translation as well as in Greek, because each nationality interprets them in a different way. "You think you know them but every time you read them, you find something new."

I had the distinct feeling, when speaking to Zafiriou, that he relies on his knowledge of the classics for dealing with most problems that arise, even in the most complex of EU negotiations. After all, there was not much that wise old Homer did not know.

—Dick Leonard

Normally a Permrep arrives a couple of years before the beginning of a presidency. Zafiriou's belated appointment was a direct result of the October elections in Greece.



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Greece's Economic Odyssey

Continuing to Search for Financial
Solutions BY KERIN HOPE

Since the collapse of communism transformed the Balkan countries to the north, Greece's role in the region has become the issue that dominates the country's political and economic life. When it comes to dealing with Balkan neighbors, there is little difference in outlook between the ruling Panhellenic Socialist Movement (Pasok) and the conservative opposition New Democracy Party.

For both Prime Minister Andreas Papandreou, who returned to power after last October's general election, and the new opposition leader Miltiades Evert, the priority is to prevent conflict in the Balkans from reaching Greece's border.

Their overriding anxiety is that fighting in the former Yugoslavia could eventually spread south. A rebellion in the Serbian province of Kosovo, for example, where ethnic Albanians form the majority of the population, would quickly involve the Albanian minority in the neighboring Former Yugoslav Republic of Macedonia and send a wave of refugees flooding across the border into Greece.

Yet despite a prevailing climate of instability, Greece's Balkan neighbors offer promising opportunities for private sector companies keen to expand abroad. Greek companies have already invested more than \$100 million in Albania, Bulgaria, and Romania, in projects that range from shipping and banking to food processing and textile manufacturing.

Disregarding the current impasse in Greece's relations with the Former Yugoslav Republic of Macedonia, Greek businessmen have been researching the market there, ready for the day that the dispute over the republic's use of

the name "Macedonia" is settled and close economic ties may develop.

The government has given its backing to the thrust into the Balkans, extending Greece's investment incentives law to cover much of southern and central Albania—home of a large ethnic Greek minority. As a result, Greek textile and tobacco processing companies have moved in, braving a still uncertain legal framework for investment. These incentives are soon to be extended to Bulgaria.

However, political relationships have been slower to take off, though signs are increasing that old Balkan suspicions are gradually being set aside. Where the dispute with the Former Yugoslav Republic of Macedonia is concerned, UN and European Union mediators will play a key role in finding a solution.

There is intermittent friction between Athens and Tirana over the Albanian government's attitude to the ethnic Greek minority, as well as the continuing flow of economic migrants across the border. The number of Albanians working illegally in Greece is estimated at 100,000.

At the same time, the Sofia government voices disappointment that Greece has not done more to boost Bulgarian ties with the European Union or make access easier to northern Greek ports close to the Bulgarian border.

But if Greece is to make full use of its new opportunities, economic reform must be accelerated. As a recession continues, there are worrying indications that the fiscal situation is rapidly deteriorating.

The only bright spot is a decline in inflation to a 20 year low at 11 percent with the likelihood that it will drop to a single digit figure later this year.

Industrial output fell by 2.8 percent last year, while unemployment rose to 400,000, equivalent to 12 percent of the urban workforce. Exports declined, largely as a result of recession in Greece's main markets in Western Europe.

There is little sign of recovery this year, with growth forecast at around 1 percent of gross domestic product (GDP). The recession has also affected tax revenues, with income increasing at less than half the rate forecast in the budget. Already, fears are growing that public borrowing this year will amount to over 15 percent of GDP against a target of 12.8 percent.

With Greece's public debt now at over 140 percent of GDP, trimming the deficit is of crucial importance. The Socialist government, anxious to preserve jobs in the public sector, is trying to avoid cuts in public spending. Instead, there are plans to raise a large slice of revenue from compulsory settlement this year of over 6 million pending cases of disputed tax liability.

The threat of a serious revenue shortfall has also forced the Socialists to reverse their opposition to privatization. The government is reviving its conservative predecessor's plans to sell 25 percent of the state telecoms company, OTE, through a flotation on the Athens stock exchange later this year.

However, the Socialists so far show little sign of tackling the two most serious structural problems: reducing the underground economy, now thought to amount to 40 percent of GDP, and trimming the public sector's bloated payroll. Without imposing spending cuts and improving revenue collection on a permanent basis, there is little chance that



Greek Prime Minister Andreas Papandreou, who celebrated the Socialists return to power after last year's election, faces a major challenge in generating economic growth in Greece.

Greece can close the widening economic gap with its European partners.

Hopes for economic recovery next year are to a large extent based on drawing down funds from the EU's second structural aid package for poorer member countries. Greece is eligible to receive 16.8 billion ecus in assistance over the next five years, to be spent mainly on large infrastructure projects.

Despite delays in awarding contracts, work should begin this year on a new airport for Athens, on a bridge across the Corinth Gulf that will open up western Greece for development, and on completing the Egnatis highway across northern Greece to serve as a major route for truck traffic between Western Europe and Turkey.

A political consensus on the need to undertake the infrastructure projects should ensure they are completed, whether or not the Socialist government survives its four year term. The government's critics maintain that the weak health of Mr. Papandreou, 75, and several key government figures is undermining the Socialists' ability to govern effectively.

However, Mr. Papandreou's first real test will come next year when Greece's head of state, President Constantine Karamanlis, is due to step down. The Socialists are a handful of votes short of the three-fifths majority in Parliament needed to elect a new president. Although the president's duties are almost entirely ceremonial, failure to elect a new head of state will mean holding a general election.

With Greece's public debt now at over 140 percent of GDP, trimming the deficit is of crucial importance.

It would take considerable maneuvering by the Socialists to agree on a consensus candidate with Political Spring, the right-wing splinter group led by Antonis Samaras, a former Foreign Minister. Mr. Papandreou would be the Socialists' choice for the job provided he wants to remain in public life.

A succession struggle is already shaping up within Pasok, with Industry Minister Costas Simitis and Defense Minister Gerasimos Arsenis as the two leading candidates to become party leader. However, as both have quarreled bitterly in the past with Mr. Papandreou, party insiders suspect that the next leader will be a loyal associate of the Prime Minister. The obvious candidate would be Interior Minister Akis Tsochatzopoulos.

By then, New Democracy should have weathered its succession problems, following the departure of former Prime Minister Constantine Mitsotakis, who resigned immediately after his election defeat. Mr. Evert, 54, a former Mayor of Athens who also served briefly in Mr. Mitsotakis' cabinet, has found it harder than expected to take control of a party made fractious by losing power.

The transfer of power to a new generation of political leaders would then be complete. And whether socialist or conservative, the government's efforts to restructure the economy would benefit from some fresh ideas. **E**

Kerin Hope is EUROPE's Athens correspondent and a reporter for the Financial Times.

A mud-splattered line of US Army "humvees" flying tattered blue United Nations flags can be seen most afternoons, rumbling back to base—a former Yugoslav military camp next to the airport at Skopje, the capital of the Former Yugoslav Republic of Macedonia (FYROM).

The only US peacekeeping troops to be sent to the former Yugoslavia to date, the 315 strong force, a mechanized infantry unit normally based in Germany, is part of a 1,200 member contingent of the United Nations Protection Force (UNPROFOR) in the war torn territory.

The UN decision in 1992 to send troops to FYROM marked a departure from normal international peacekeeping practice. FYROM, unlike the other former Yugoslav republics, emerged peacefully from the break up of the federation.

However, fears that the war in Bosnia could spread south, triggered by an explosion of violence in neighboring Kosovo, meant that FYROM's stability was at best precarious.

The threat of conflict in Kosovo, where the mostly Albanian population is at odds with a repressive Serbian administration, remains a major concern. If violence erupted, there would inevitably be a spillover into FYROM, where an estimated one-third of the population is ethnic Albanian.

The UN troops were called in to play a deterrent role, monitoring FYROM's sensitive western and northern borders with Albania and Serbia.

In another unprecedented move, the US troops were placed under the command of the Scandinavian general in charge of the FYROM peacekeeping force. Usually, US troops assigned to UN peacekeeping duties remain answerable to their own commanders.

One Scandinavian UNPROFOR officer said: "It's been a good exchange. We've taught them about peacekeeping techniques, and they've taught us about security."

Troops from Sweden, Norway, and Finland each patrol a section of the border. They have set up strategically placed observation posts along the frontier with Albania, the Serb-controlled province of Kosovo and Serbia itself. The US contingent patrols the northeast corner, a 45 kilometer section of wooded country adjoining Serbia.

The first US contingent were Berlin-based troops on a six month monitoring stint in FYROM. In January, the mecha-

nized unit from Vilseck took over.

Lt. Col. Carter Ham, commanding the US contingent, says, "It's a quiet piece of countryside. People are friendly, they seem to appreciate our presence here."

Although FYROM's border with Serbia and Kosovo is not officially marked—and in some places even local residents are not sure where the frontier lies—tension appears low.

In addition to keeping a border watch, UNPROFOR also assists with monitoring the UN trade sanctions against Serbia, keeping a lookout for trucks carrying goods across dirt tracks to avoid customs posts.

FYROM, the smallest and poorest of the former Yugoslav republics, has been badly hit by the sanctions as Serbia used to be its biggest trading partner. The government estimates that the economy has lost \$2 billion in the past 18 months because of the trade embargo. Industrial output plunged by over 30 percent in the same period, while around 40 percent of the workforce is unemployed.

Nevertheless, FYROM managed to work out a debt rescheduling agreement with the World Bank, arranging to repay \$108 million, its share of the former Yugoslav debt,

mainly through grants from European countries and a bridging loan from George Soros, the international financier.

That opened the way for an economic reform program, launched in agreement with the International Monetary Fund. FYROM should get \$35 million in standby loans this year, followed by a steady flow of new funding for infrastructure projects from the World Bank.

But Greece now appears to be blocking FYROM's road to economic recovery. Greece opposes the use of the name "Macedonia", arguing that it implies a territorial relationship to the Greek province of Macedonia. In order to pressure the Skopje government into making concessions in the name dispute, the Greek government in February imposed a trade embargo on the new republic.

Greece wants FYROM to change its flag, carrying a starburst symbol associated with the ancient Macedonian dynasty of Alexander the Great, and its constitution, considered in Athens to endorse the idea of a Greater Macedonia, before it will resume UN-sponsored talks on the name dispute.

Landlocked FYROM's closest outlet to the sea is the northern Greek port of Thessaloniki, 40 miles to the south. Three quarters of FYROM's trade, valued at around \$2.3 billion, including 90 percent of its oil requirements, normally moves through Thessaloniki.

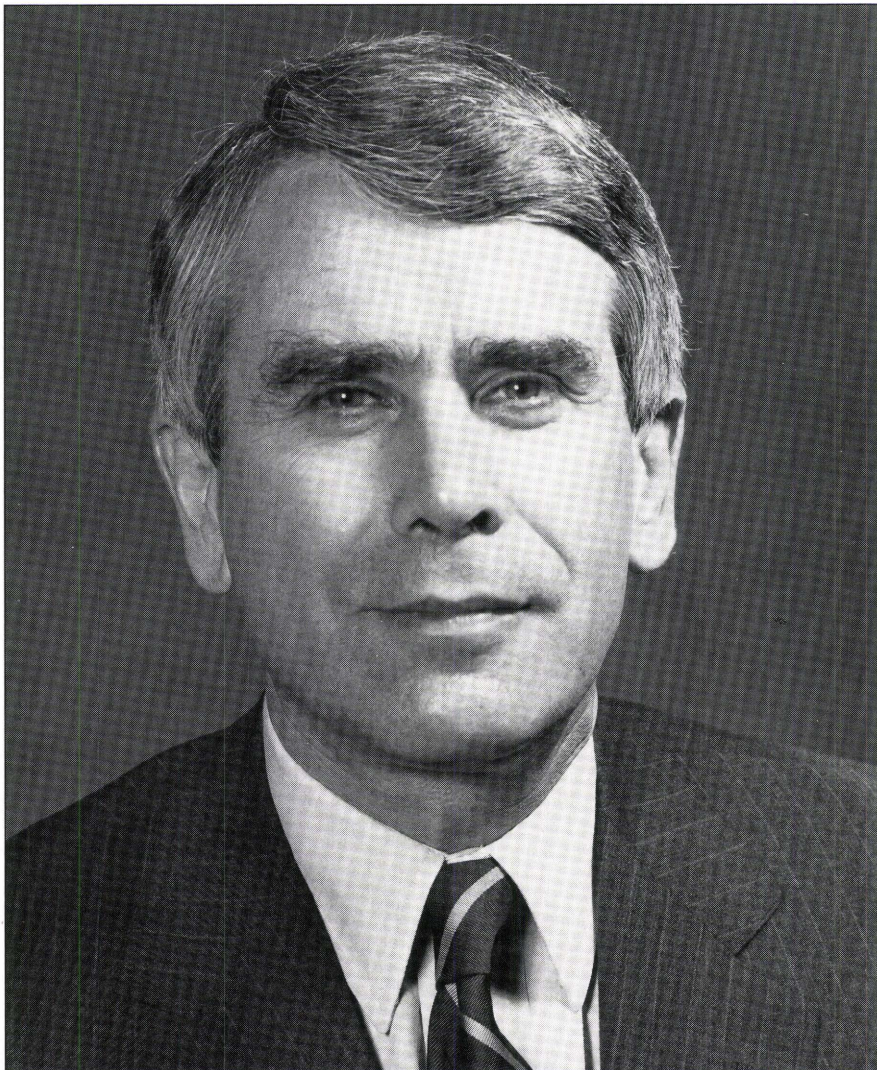
Because of its economic blockade against FYROM, Greece has been taken to the European Court on grounds of violating Treaty of Rome requirements on EU trade. FYROM has been offered access to port facilities by Albania and Bulgaria, but the greater distance involved in shipping goods from the Adriatic or Black Sea means that the embargo will prove costly to its struggling economy. ☹

—Kerin Hope

The Macedonia Question

Thomas Niles

Thomas Niles, the US Ambassador to Greece, spoke to *EUROPE* Editor-in-Chief Robert J. Guttman about US-Greek relations, the Former Yugoslav Republic of Macedonia, Bosnia, and Cyprus. Niles, a former US Ambassador to the EU and Assistant Secretary of State for European Affairs, also discusses EU-US relations and NATO.



***The Economist* recently wrote, "Greece feels lonely and insecure; it does not know where it belongs or what it stands for; it is currently going through a bad patch of such uncertainty." Do you agree with that? Can the US government do anything to alleviate those problems?**

Greece feels insecure because of problems in its neighborhood, such as the collapse of Yugoslavia, instability in Albania, the unsettled relationship with Turkey, the situation in Cyprus. It's understandable that Greeks would feel a little uneasy as they look out at the world around them. On the other hand, I think Greece, as a member of the EU and as a member of NATO, has significant amounts of security, a lot of institutional support for its economic and political security.

So what can the United States do? I think the United States, as a member of NATO, is a part of the security system of which Greece is a part, so to the extent the United States remains a strong and effective member, if you will, leader of the NATO alliance, that should be a reassurance to Greece as a member of the alliance. Bilaterally, of course, we have close ties historically with Greece, ties that are reinforced by the presence of several million people in this country of Greek descent who feel quite strongly about the relationship between the two countries and the situation in Greece. That's another element of support and reassurance for Greece and for the people of Greece.

The United States has 300 troops in the Former Yugoslav Republic of Macedonia (FYROM). Can you tell me why they're there?

They are there as part of UNPROFOR (United Nations Protective

Forces), in the former Yugoslav republic of Macedonia, 300 strong, together with, I think, 750 troops in a mixed Nordic battalion; Finland, Sweden, and Norway supplied the troops for that contingent. The purpose is to provide a greater degree of stability in an unstable area and to discourage any efforts, perhaps on the part of Serbia, to destabilize that part of the former Yugoslavia. I might say, coincidentally, that the situation in the Former Yugoslav Republic of Macedonia has been somewhat more stable since those troops were deployed, both the Nordic battalion and the US peacekeepers....

[The United States is] increasing the modest US commitment to the UNPROFOR presence in FYROM from its current level of about 315 to around 550 to replace those members of the Nordic unit who are being transferred to Bosnia.

Obviously the Greeks have a strong feeling about the name "Macedonia" being used to denote the Former Yugoslav Republic of Macedonia. Will the US try to work with the parties involved regarding this question?

We're not engaged in the negotiations. We support the negotiating process, or the conciliation process, under the auspices of the UN, in which former Secretary of State Vance has been the principal participant for the UN. We hope that those negotiations will continue and obviously that they will conclude successfully. We think it's in the interests of both parties that the differences between them be resolved and that Greece and the Former Yugoslav Republic of Macedonia have a close and friendly relationship. They are neighbors. I think there's a lot that Greece could do to help that area economically....

[As far as the US position toward FYROM], the United States supports the establishment of a democratic state based on the principles of the free market in FYROM. We believe this can contribute to stability in the region. We supported FYROM's admission to the United Nations in 1993 and formally recognized its independence on February 8, 1994.

Another insoluble problem appears to be Cyprus. It's something that may never get solved. What do you see as your role in helping to bring peace to this troubled island?

"Never" is too long; I would say it'll take time. It has taken time. And again, the United States is not directly engaged in the negotiations. The UN has the leading role there. Secretary General Boutros-Ghali has designated a former Canadian Foreign Minister and Prime Minister, Joe Clarke, as his special representative, and we're going to continue to support that process. The UN negotiators have come up with the proposal for some confidence building measures involving the resettlement of the now-deserted city of Famagusta and the re-opening of the Nicosia International Airport as a means to get the negotiations off dead-center. The government of Cyprus has supported those confidence-building measures, as have the United States and other countries. The government of Turkey has voiced support for them; so far, they've not been accepted by the Turkish community in Cyprus. We hope that they will accept the confidence building measures, and that would be a step in the direction, ultimately, of accepting the so-called set of ideas that the former Secretary General of the UN, Perez de Cuellar, put forward for solution of the Cyprus problem. It's not an insoluble problem; it's a difficult problem, but it's one that we believe could very well be solved, and the important thing right now, it seems to us, is to try to find some means to get the Cyprus situation off dead-center and get things moving in the right direction.

Talking about helping the Balkans economically, is Greece going to be a key player in helping modernize these former communist countries, or does Greece have too many internal economic problems?

Greece is already playing an important role. You mentioned Bulgaria; that's a good example where Greek companies are more active than those from any other Western country, and the same could be true in Romania, and could also be true in Albania. Greek business has quite a tradition of participation in trade and development in those countries over the years. Of course, the period from 1945 until 1989 involved a break of those normal economic ties which are now being restored. So Greece does have a lot to

bring to the process of economic development in those areas. We already see it. Thessaloniki is a normal outlet for trade to and from Bulgaria, and Greece can benefit considerably in that respect as well.

What are your major objectives as the new US Ambassador to Greece?

First and foremost, of course, is to establish a good and close working relationship with the new government, to take advantage of the desire expressed by the Prime Minister to have an excellent relationship between the United States and Greece and to contribute to the building of that relationship. We have, obviously, some important regional issues to work on: Yugoslavia and Cyprus we've talked about. Greece has been the President of the EU during the first six months of 1994, and as President, we'll want to work closely with Greece to deal with all the many issues on which the United States interacts directly with the EU, particularly political issues, but economic issues as well. With the implementation on January 1 of Maastricht changes to the treaty, the role of the EU takes another great leap forward, and Greece is in the presidency when the EU, for the first time, begins to act as a community in these new areas.

How would you assess US-EU relations today? Do you see Europessimism as a dominant mood?

I was in Brussels at a time when the EU was on a high, you'd say almost in retrospect kind of a manic high, as they moved from the single market to economic and monetary union to political union and Maastricht. I left in August of 1991 when economies were growing, and everybody was terribly optimistic. In retrospect, I think the analysis would be that things were nowhere near as good as they appeared to be when I was there, nor are things anywhere near as bad as they appear to be now. It's just that Europe seems to go through these cyclical patterns exaggerating both the downs and the ups. With the implementation of the treaty changes and with enlargement, which will take place perhaps a little bit later than originally planned—in 1995 instead of 1994, the EU will recover a lot

of the optimism that was present in 1989, 1990, and 1991 which was lost in 1992 and 1993. Historically, enlargement has always led, or almost always led, to a new burst of energy, and that could happen again this time. So as far as the EU is concerned, personally, I'm rather optimistic over the long-term. I think the best thing the EU could do in a way would be to find some way to reduce the mood swings so that instead of moving from despair to euphoria, you'd flatten out the cycles a little bit.

As far as the United States and Europe, every American administration, regardless of party, has a break-in period with the EU. This administration has successfully passed through that break-in period, resolving in the process some very difficult issues, notably the Uruguay Round.

Your boss, Secretary of State Warren Christopher, has said, "Western Europe is no longer the dominant area of the world," and perhaps Washington has been too Eurocentric in its approach to the world. Do you agree with that?

I can't disagree with my boss, obviously. But I don't think it's really a question of European dominance; that's not the issue. The fact of the matter is that the United States looks both East and West; we're a Pacific country as well as an Atlantic country, and we are a major participant in what's going on in the Pacific. So that's a normal geographically and historically based preoccupation on the part of the United States. But the Secretary did not say, nor is it the policy of the administration, that we would begin to move away from the close relationship with Europe. We're obviously going to have to continue that, and I'm not at all pessimistic regarding the future relationship between the United States and Europe....

What is NATO's role in the 1990s?

NATO is a successful organization. NATO is the organization that won the cold war. Other countries, not members of NATO, including former members of the Warsaw Pact and European neutrals such as Sweden, Austria, and Finland, are looking at NATO with renewed interest or new interest. NATO, quite appropriately, needs to respond

to that. Membership, as has been made clear, on the part of the Eastern European countries, is not something for today or tomorrow, but that doesn't mean that NATO shouldn't build on what we've already done....

The Partnership for Peace has been greeted with interest and enthusiasm, on the part of the potential participants, the Eastern European countries and the countries of the former Soviet Union. This is a very positive development. I might say that in the meantime, the European Union is also in the process of developing new ties with the Eastern European countries and negotiating a new agreement with Russia. And also, the Western European Union is beginning to reach out to Eastern Europe. All of this is very positive. The Eastern European countries were formerly prisoners in an economic, security, and political framework that they didn't like, and that framework collapsed, the Warsaw Pact and CEMA or COMECON. They are now looking for a replacement framework. They look for it in relations with the EU and with NATO and, bilaterally, with the United States and member countries of the EU. I think it's up to us to give them some sense of belonging. That's what this is all about.

Does NATO continue to be relevant in the post cold war world?

NATO has a continuing relevance to the security needs of its members. That's the first role of NATO, even though there is no direct, immediate threat to our security, either individually or collectively. I think we should not be so naive as to think that there is no possibility that in the future such a threat might exist, so having successfully met and overcome the threat represented by the former Soviet Union, we need to maintain this organization's

structure, as an insurance policy. It would be imprudent simply because your house hasn't burned down to cancel your fire insurance, if that might be one analogy. Now, NATO, as I say, is a success story. It's an organization with a proven track record. It's got a structure. It's got procedures that have been

demonstrated to be quite effective. And we want to find ways, gradually, to reach out to Eastern Europe and the countries of the former Soviet Union, as we've been discussing, and to determine how NATO as an organization can participate outside the NATO treaty area in peacekeeping operations, for example, and take advantage of the fact that we've got this command structure, for example the communications structure, to support peacekeeping efforts—perhaps in Yugoslavia, if it comes to that. NATO is al-

ready involved in the maritime sanctions enforcement area in the Adriatic and in the implementation of the no-fly zone over Bosnia, which has been quite successful, and it hasn't resulted so far in an end to the fighting in Bosnia, but it certainly has contributed to greater stability.

Is Bosnia going to be considered one of the dark spots of this decade?

It's hardly possible today to make what's happened in Bosnia into a success story. It's a real tragedy. It's a rerun, if you will, of what happened in Bosnia from 1941 to 1945, when, during the German occupation of Yugoslavia, the ethnic communities, with the presence of the Germans there, fell into fighting, and they have resumed it, tragically, 50 years later. It's almost as if we rewound the tape and found that much of the tragedy that took place from 1941 to 1945 is running again. So no way you can turn it into a success story.... ☹

**So as far
as the EU is
concerned,
personally,
I'm rather
optimistic over
the long-term.**

It is summertime in the Aegean and a soft wind dances in your hair. Languidly, you roll over on one elbow and rise from the warm teakwood deck just enough for a sip of wine. Glancing above the glint of upturned glass, your eyes trace the outline of a billowing white sail spread out against the bluest sky you've ever seen.

You're out of Piraeus, bound for Kythnos on the first of seven days you'll spend hopping Greek isles aboard the 63 foot motor-sailer *Eleftheria*. You feel like a millionaire—and who's to know? You're living like Onassis and that's all that matters.

Cruising Homer's "wine dark sea" with a few friends on your own private yacht may well be the ultimate form of sybaritic pleasure.

By Dave G. Houser



Greek Island Hopping

Offered by Aris Drivas Yacht Charter Center Ltd. in Piraeus, *Eleftheria* is one of a huge fleet of classy, fully-crewed sailing and motor yachts available for custom charter in the Greek isles.

Drivas, a savvy multi-lingual broker who charters to a growing number of American clients, lists several dozen craft, ranging in price from \$800 to \$8,000 a day. Sizes go from a 47 foot "caique" or motor-sailer sleeping six to a 600 ton motor yacht that will accommodate 80 of your closest friends. There's a yacht for every taste and vacation budget in the sprawling Zea Marina near Athens and negotiating a deal on one of these beauties is almost as easy as making air-line reservations.

We selected Drivas Yacht Charter Center from a list of approved brokers supplied by the Greek National Tourist Office. A fax to Aris (pronounced Arey), quickly produced a package of information detailing a dozen yachts fitting our requirements. With the material came simple instructions

in the islands of Kythnos, Mykonos, Delos, Paros, Sifnos, and Serifos. Already we were having fun with this adventure in à la carte travel, choosing our menu of sunny, white-washed islands.

Indicating our choice of dates, we signed the GNTTO approved memorandum of agreement and arranged a bank transfer for 50 percent of the charter price. About a week later we received a fax from Aris confirming our deal. Thirty days prior to our charter date we transferred the 50 percent balance to Drivas' bank.

When time for our departure finally rolled around, we flew from New York to Athens, where we hopped a Drivas-arranged van to Piraeus harbor. Strolling Zea Marina's long, arcing quay past one luscious caique and cruiser after another, we finally came upon a familiar name. The *Eleftheria* seemed larger and even more beautiful than we anticipated. We explored her from bow to stern, selected cabins, and stowed our gear.



on how to proceed with charter arrangements.

Reviewing the various craft, we were taken by the stately presence of *Eleftheria* as described and illustrated in a color brochure. Built in Greece in 1971, she's a classic wooden-hull caique with plenty of polished teak topside and three comfortable double-bedded cabins accommodating six below.

Drivas supplied a number of suggested itineraries ranging from 7-14 days, inviting us to chart our own course through the 39 mythical sounding Cycladic islands.

We plotted a seven day loop of 210 nautical miles, taking

Chartering a yacht to explore the Greek isles is becoming more popular and less expensive. The *Eleftheria* (above) sleeps six passengers plus a crew of three and costs about \$1,150 per day.

Then, in our first act of hedonism, we convened on deck to toast a round of cocktails as Captain Panagiotis Kanavos motored *Eleftheria*

beyond the Piraeus sea wall and into the gentle blue Aegean.

Kythnos. Brightly painted fishing dories festooned with yellow fishnets bobbed like bathtub toys around us as we maneuvered up to the dock at Merihas on the rocky western coast of Kythnos. Crusty old fishermen who watched, but pretended not to, nonchalantly spread their nets to dry across the dockfront walkway.

The Minoans were probably the first to settle on Kythnos,

but they didn't stay long. After naming the island Ofioso, which means "snake," legend has it they fled the reptile-infested place for more hospitable environs.

All the snakes are gone now, and as we hiked up and up the winding road behind Merihas until our boat became a tiny dot in the harbor, the most ferocious thing we saw was a goat. We could smell lavender in the air as we stood high atop our first Greek isle and watched an Aegean sunset bathe the sugar lump cottages of Merihas in orange.

That evening we were summoned by the lively strains of bouzouki music to Antonio's Tavern where we dined on *barbounia* (red mullet), *moussaka* (meat and eggplant), and Greek salad under a crescent moon and bright, starry sky. Fueled with the Greeks' favorite drink, ouzo, we all took a fling at "Zorba" dancing—well into the early morning hours.

Next morning we made a pass at our shipboard breakfast and stumbled out into the brightness. And nothing is quite so bright at eight in the morning as a white-on-white Cycladic village. Affixing our sunglasses, we jumped the island bus bound for *Chora* (the name attached to the capital or main town on most of the islands). Six winding miles later we came upon the village, draped like a plaster cast over a pair of scrubby hillocks.

It seemed odd to us that many of the houses were topped by terracotta beehive roofs. The influence was Byzantine, and we came to see more of it in the architecture of the Cyclades— islands ruled for centuries from Constantinople. Kythnos and Serifos, which we visited later, were occupied for a time by the Venetians and traces from that page of history were evident as well.

Gliding across brilliant waters to the west toward Mykonos, we were wined and dined most enthusiastically by the crew. Greeks take their cuisine seriously, and we were eyed intently as we tried our first tentative taste of *taramasalata* (fish roe salad). Our grins met theirs midway across the teakwood table and soon we were reaching, dipping, and passing myriad platters loaded with cheese, olives, zucchini, tomatoes, marinated cucumbers, and calamari.

Mykonos. Owing to its popularity as a playground for the jet set, most folks have a preconceived notion of Mykonos. And so did we, approaching its snug harbor chock full of brightly banded fishing boats and ringed by windmills and cube-cor-

nered houses of dazzling white.

But don't let Mykonos' notorious reputation for nightlife and nutty people deceive you. It's a magical island.

Mykonos is the product of one of those happy collisions between the past and present where the best of both thrive in a delightful state of contradiction. The fish we ate with Swedish modern flatware at Katria's were netted that morning much as they have been since the world was thought to be flat. Our tomatoes—sweet as plums—were toted to town by a black-shawled woman on a donkey vying for the right of way with Vespas and taxicabs.

Cameras in hand, we scurried about the maze of narrow cobbled streets, up and down stucco stairways, capturing kaleidoscopic glimpses of chapels blue-domed and red; shutters, doors, and balconies ablaze in turquoise, mustard, and magenta. For all its funkiness, its disco dizziness, and commercialism, Mykonos was our favorite island.

We loved it for its resiliency. The way it absorbs rather than rejects the zaniness of its visitors, some of whom would have flabbergasted Fellini himself. The stubbornness with which its baggy-

clothed native folk cling to the old ways. For the simple dignity that still survives there.

Delos. Our early morning visit to Delos provided the trip's most haunting memory. A speck of an island just a few miles from Mykonos, Delos reigned between the 2nd and 7th centuries, BC as the world's wealthiest and most sacred island. Birthplace of Apollo and Artemis, it was the religious capital of the Ionian world and a sanctuary that once served as the treasury for all Athens' wealth.

Uninhabited today but for thousands of lizards that scramble about the tumbled statuary, Delos is an archeological preserve. A shattered, timeworn vestige, but a powerful one, capable of bringing ancient Greece to life in the mind's eye of an imaginative visitor.

Anchoring in the harbor, we took the dinghy ashore and climbed atop a hillock to study the ruins spread like a map below: the gymnasium, theater, agoras, and temples—the plan is very clear. Lingering among the headless statues and fallen columns, we were profoundly touched by the notion that real people, citizens of one of the world's most influential empires, once strolled these same streets.



The Greek Isles abound with seaside cafes offering fresh seafood and local specialties.

Paros. One of the most frequented isles of the Cyclades, Paros is popular with British and German tourists who come on ferries from Piraeus. The harbor town of Paroikia is full of shops, restaurants, hotels, and discos.

Often described as the "Mykonos of 20 years ago," Paros may indeed be trying to emulate its more sophisticated neighbor. Despite all the recent development, however, it remains something of a country cousin, retaining a good bit of its rural charm.

Paroikia's architecture is pure Cycladic, but unlike most other island towns, it is not stacked end upon end on steep hillsides. This makes the town a breeze to explore and saved us the usual trauma of climbing thousands of irregularly spaced stone steps.

Paroikia's leading attraction and the highlight of our visit was the "church of 100 gates," the *Ekatontapiliani*, founded by Justinian in the 6th century. Surrounding the church is a building with cells, erected to protect villagers during the days when pirates, including the red-bearded terror, Barbarossa, raided Paros with regularity.

After dinner we enjoyed a rousing round of drink and song with a band of Irish rovers at Black Bart's, then retired to *Eleftheria* for a good night's rest in preparation for a morning run to Sifnos.

Sifnos. With our odyssey now in its fifth day we unwillingly plotted a return course toward Piraeus with intermediate stops at Sifnos and Serifos.

Unable to enter the harbor at Sifnos' main port of Kamares because of strong winds, we put in instead at Platys Yialos on the sandy south coast, where we piled aboard an already overcrowded bus for a 20 mile ride to the capital town of Apollonia.

Sifnos is one of the greenest of the Cycladic isles, and we passed fertile grain fields, vineyards, and olive groves, all neatly demarcated by stone walls.

Apollonia is a lovely white hillside town dominated by the blue-domed Ouranofora Cathedral and punctuated by a profusion of bright red poppies and geraniums. We visited the folk art museum in the town center then hailed a taxi to Kamares where we lunched on *tzatziki* (yogurt salad) and *barbounia* at a shady waterfront cafe.

Waiting for the bus back to Platys Yialos, we mused at a sign on the dock that read: "Look at the prizes before live the island." Good advice on most islands, although "prizes" on the Greek isles remain amazingly low. Our lunch, for instance, complete with wine, tallied about \$10 per person. Except on Mykonos, dinners (wine included) rarely topped \$20.

Troubled by the wind and uncertain anchorage at Platys Yialos, Captain

Kanavos was ready to cast for Serifos the moment we returned.

Serifos. At first glance Serifos seemed deserving of its title as the "bare island." Entering the port of Livadi, the terrain appeared mountainous, dry, and rocky—topped in typical fashion by its whitewashed Chora.

Spurred by our trusty guidebook to make the "20 minute walk" up to the hilltop town, we set out on a serpentine road that eventually led to a tortuous stone staircase. Fifty minutes and several near heart attacks later, a stalwart few of us reached the 1,000 foot summit where we plopped down at the first taverna we came upon for a Fix (that's a brand of beer, by the way).

Recovering from the climb, we found ourselves the center of attention in this seldom visited outpost overlooking the Aegean. Shy faces peeked out from shawls and shutters and, as before, the men watched us, pretending not to notice at all.

Less inhibited, a group of uniformed schoolchildren out for an afternoon recess invited us to join a diabolical looking up-and-downhill soccer match—motioning that we should defend the lower end of the "field."

You can imagine the youngsters' amusement as we loped down the cobbled street in desperate pursuit of the ball—lest it dribble down the dreaded staircase all the way to Livadi.

Realizing that we'd been duped, we quit the game and ambled about the town, which still reveals some interesting traces of its history. A medieval wall, a Venetian coat-of-arms partially covered with plaster, an occasional red-tiled roof—all clues to the town's Byzantine-Venetian past.

Lingering behind to take a few more photos, I made my way down the hill, past the schoolhouse with its soccer field of stone, where I paused to look out across the dry, quiet island, and the sea beyond. Since this would be the last of our island visits, I felt a bit of melancholy. A firm "hello" broke my silent vigil and brought me wheeling about in surprise. It was the schoolmaster. A tall, balding gent of middle age, who inquired in his best Greco-English as to how I was enjoying my visit.

"Very much," I replied, asking in turn how he liked living on Serifos.

"Quite well," he said, "but you must realize Serifos is 100 years behind the times in America and is not catching up very fast."

I'm sure it must have puzzled him, but "thank goodness" was all I could think to say. ☹

Dave G. Houser has won several awards for his travel writing and photography. He is based in New Mexico.

For Your Information

The Greek Ministry of Merchant Marine and the Greek National Tourist Office set charter standards and certify/regulate all operators, crew, and equipment. So, for the most part, you can deal in confidence with brokers such as Drivas.

Terms vary slightly among charter operators, but in our case the \$1,150 per day fee included use of the yacht; half-board meal plan (breakfast and lunch, or dinner); a crew of three and their food; harbor fees; insurance and fuel for cruising up to four hours per day (usually sufficient). Not included were liquor, soft drinks, and gratuities.

Contact: Aris Drivas, Yacht Charter Center Ltd., 147 Neorion St., Piraeus 185 34, Greece. Tel: (301) 4113194, Fax: (301) 4114459.

For information about the Greek Islands or for a list of US representatives of Greek yacht brokers, contact: Greek National Tourist Office, 645 Fifth Ave., New York, NY 10002. Tel: (212) 421 5777, Fax: (212) 826 6940.



VENICE SIMPLON-ORIENT-EXPRESS

A L U X U R I O U S J O U R N E Y
A C R O S S E U R O P E

By Robert J. Guttman



IF YOU ARE LOOKING FOR AN ELEGANT VACATION WITH BREATHTAKING SCENERY UNRIVALED ANYWHERE IN THE WORLD YOU MIGHT WANT TO THINK OF TAKING THE FAITHFULLY RESTORED VENICE SIMPLON-ORIENT-EXPRESS FROM LONDON TO VENICE THIS SUMMER OR FALL.

Luxurious surroundings. Impeccable service. And interesting fellow travelers relating their own unique stories during dinner or sitting around the piano bar in the evening. Plus an Orient-Express trip gives you the opportunity to wear your tuxedo or new silk or velvet evening gown as passengers definitely dress for dinner, and most passengers

dress as elegantly as possible in 1920s fashion reminiscent of the heyday of the original train.

From the excitement of boarding the train at Victoria Station in London to disembarking at twilight at Santa Lucia Station in Venice 32 hours later (two days and one night on the train) the feeling that you are a part of Europe's history never leaves you during the train trip through England, France, Switzerland, Liechtenstein, Austria, and Italy.

The current train has been recreated at great cost to resemble, down to the smallest detail, the original train of the 1920s and 1930s, and you actually feel as if you had been whisked back into time as you step aboard your Pullman car in Victoria Station with a personal name—ours was Lucille. The chocolate and cream Pullman parlor car featured green holly wood marquetry with gorgeous floral designs.

From London to Folkestone Harbor my wife and I settled back for a delicious three course lunch in our plush overstuffed armchairs with beautiful Orient-Express engraved silverware. Our table was covered with a damask linen cloth and set with Limoges and Wedgwood china.

The menus, which change with the season, feature outstanding dishes all prepared by French chefs. Our lunch, punctuated with many servings of complimentary champagne, started with a soup followed by spiced sirloin of beef

with a dessert of Scottish shortbread.

We quickly discovered most of our fellow passengers were either on their honeymoon if they were under 50 years of age or on a special wedding anniversary if they were on the other side of 50. Most passengers, and the majority were British or American, seem to view their trip on the Orient-Express as a once in a lifetime special occasion.

One young couple we met at the next table over lunch on the way to Folkestone were on their honeymoon and it was obvious that money was no object to this couple from Detroit, Michigan. They had spent a week in a health spa in North Carolina after their wedding, then boarded the QE2 reserving the most expensive honeymoon suite for their transatlantic crossing, riding on the Orient-Express, staying for a week in Venice at the Gritti Palace, and then flying via the Concorde back to the Caribbean for a final two weeks on the island of St. Martin's. We never did find out what type of work—if any—they were in, but it was obviously very lucrative.

At Folkestone, we spent some time after disembarking from the train looking at the beautiful white cliffs that are so prominent in that area. We crossed the English Channel on a catamaran hovercraft. The so-called SeaCat provides a quick ride in under an hour across some pretty choppy and rough waters.

Awaiting us in Boulogne, France was the elegant and

Europe may have faster trains but there are few as luxurious as the Orient-Express, where passengers are treated to beautiful decor, impeccable service, as well as breathtaking scenery.



beautiful continental Venice Simplon-Orient-Express. As we entered the blue and gold carriages, we were assigned to our luxurious cabins. Our rooms were compact, but the coziness only made them seem that much more romantic.

We quickly discovered that the bar car decorated in an Art Nouveau style was the social center of the train. Passengers gathered around a baby grand piano during much of the journey across Europe to engage in lively conversation with their fellow travelers discussing previous holidays and upcoming vacations from London to St. Petersburg and beyond.

Passengers frequently stopped by our compartment to say hello. One woman, who was staying with her husband in the compartment next to us, celebrating their 35th wedding anniversary, began reminiscing about her life when she was younger. She talked about her former boyfriend, a handsome Italian. "Ah, well, that was years ago. I made the right choice in marrying a steady American but Italians are certainly fun to be with when you are young. They are so romantic and charming. What great memories!"

Is the food and service as wonderful as the scenery that changes second by second from your window? The answer is a resounding yes.

We chose the second seating for dinner at a fashionable 9:30. Most of our dinner was eaten while we were stopped inside the Gare de l'Est in Paris where additional passengers joined the train later in the evening.

Our four course dinner was served in one of the three dining cars with period lamps of the 1920s and cutlery modeled after an original design created for Wagon-Lits in 1903.

For the staff of the dining car, each dinner must be a per-

fect experience.

For example, my wife and I were served lamb, which is not one of our favorite dishes. Our waiter saw we were not eating this course and asked if we wished something else to eat. At his insistence we ordered, and received within minutes, a delicious filet de bœuf. If only such service were available everywhere.

When we returned from dinner and another visit to the bar car, we found that the faithful steward—every car has an ever present and diligent steward 24 hours a day to assist you in your every need—had changed our sitting compartment into a bedroom complete with a lower and upper bunk bed. As it turned out, sleeping to the rhythm of the train was actually quite relaxing.

It is best to awaken early in the morning as this is the time when the train passes by some of the most beautiful scenery on the journey including Lake Zurich, the short trip through Liechtenstein, and the magnificent Alps.

We were served breakfast in our compartment which consisted of fresh croissants brought directly to us from a bakery in Zurich where the train stops not only to bring you a fresh breakfast but also the morning's edition of the *International Herald Tribune*.

The scenery we saw on the second day from the Alps in Switzerland and Austria to the wineries and castles in northern Italy really is breathtaking. One of the highlights of the trip was stopping in the Alps and taking a quick and vigorous walk. Walking in this idyllic alpine area one truly discovers the meaning of fresh mountain air. Our pictures of the mountain scenery could all be made into postcards.

Being an avid reader I was prepared to read all the books about the Orient-Express I had brought with me on our trip. In my bag I had brought Agatha Christie's *Murder on the Orient Express*; Graham Greene's *Stamboul Train*; Ian Fleming's *From Russia with Love*; Eric Ambler's *The Mask of Dimitrios*; and Paul Theroux's *The Great Railway Bazaar*. But, a word of advice to future Venice Simplon-Orient-Express travelers. Leave your books at home. You won't find time to read on this train journey. And believe me, this is saying quite a bit from a person who usually reads several books on my trips to Europe.

After a lunch of sautéed sea scallops and scampi, we started to get ready for the departure, truly a sad prospect.

Later in the afternoon we were served afternoon tea with excellent pastries and chocolates. The scenery outside continued to be spectacular of the Italian countryside.

As twilight approached and we passed through Verona, we began to spot the water and realized we were about to enter the most unique city in the world.

Disembarking in Venice the 32 hour, 1,100 mile journey across Europe in the lap of luxury came to its exciting end.

The Venice Simplon-Orient-Express is an expensive trip, but as it really is a once in a lifetime journey the adventure is well worth the cost. How often can you be truly pampered for 32 continuous hours, eating and drinking some of the finest foods and wines available in Europe, while at the same time watching Europe's most beautiful scenery pass by your window?

The Venice Simplon-Orient-Express is not merely a trip or a vacation but a memory of a lifetime. **E**

Robert J. Guttman is Editor-in-Chief of EUROPE.

For information or reservations for the Orient-Express in the United States or Canada, call (800) 524-2420, or write:

Venice Simplon-Orient-Express

c/o Abercrombie & Kent

1520 Kensington Road

Oak Brook, IL 60521

Fax: (708) 954 3324

London to Venice approximate price is \$1,525 per person.

The train runs between March 23 to November 2.

Last year, the Orient-Express began a new service between Düsseldorf, Germany, and Venice.

Another train was launched last year called the Eastern and Oriental Express, which makes a 42 hour two night trip between Singapore, Kuala Lumpur, and Bangkok.

The Orient-Express offers tourists visiting London several day journeys from Victoria Station including two new destinations, Stratford-Upon-Avon and Canterbury. For information in London, call (071) 928 6000.

Trips on the Venice Simplon-Orient-Express can be combined with extended stays at Orient-Express hotels in Italy, France, Germany, or the United Kingdom.

The first Orient-Express was inaugurated on October 4, 1883 by a Belgian, Georges Nagelmackers.

The term Simplon in the name Venice Simplon-Orient-Express comes from one of the world's longest tunnels, the Simplon Tunnel built in 1906 through the Alps which shortened the trip from Paris to Venice significantly. The current train does not pass through this tunnel, but instead goes through the Alberg Tunnel.

The present day Venice Simplon-Orient-Express is owned by James Sherwood, president of the London based Sea Containers, Ltd., who spent nearly \$16 million purchasing two "sleeper" cars of the original Orient-Express and restoring other historic European cars of about the same vintage.

THE SAVOY HOTEL. How do you make one of the premiere trips of a lifetime even better? You can stay at two of the finest hotels in Europe before and after your trip on the Orient-Express.

After a tiring transatlantic airline ride, nothing is more appealing than a comfortable hotel room. The Savoy Hotel in the heart of London's theaterland and bordering the river Thames is more than comfortable; it's regal.

Shown to our room, a suite on the seventh floor with a panoramic view of the Thames, Big Ben, and Parliament, we felt almost as if the boats on the river would be sailing into the hotel's lobby.

The Savoy had to have one of the most comfortable mattresses of any bed I have ever slept in. When I mentioned this to the manager, he informed me that the Savoy is one of the few hotels today which makes its own mattresses.

Although dinner in the Savoy Grill was delicious, I would recommend the River Restaurant with a gorgeous view of, what else, the River Thames.

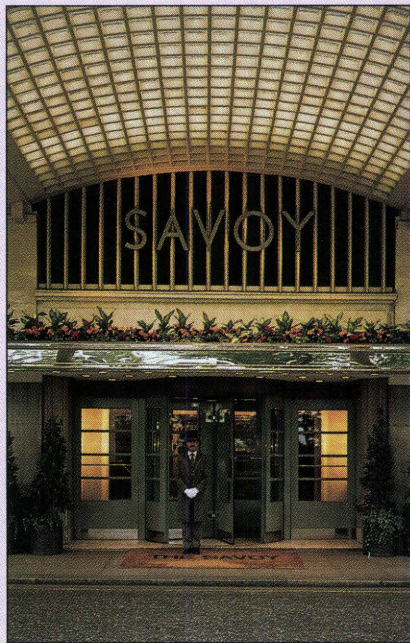
The man who was responsible for bringing together the two well known composers Gilbert and Sullivan also was responsible for creating the Savoy Hotel in the 1880s. Richard D'Oyly Carte, the hotel founder, hired the legendary Cesar Ritz as his first manager.

No two rooms at the Savoy are the same and the rooms are redecorated every three years.

Today the Savoy features a new rooftop Fitness Gallery and caters to a business clientele. For more information contact:

The Savoy
The Strand, London WC2R 0EU
Tel: (071) 836 4343; Fax: (071) 872 8901

CIPRIANI HOTEL. Venice is one of the most extraordinary cities in the world and if you are standing in the Piazza San Marco it seems as if it is also the most crowded city on the planet. How does one escape the crowds and the noise of Venice? Stay at the legendary Cipriani Hotel on Giudecca Island which is five minutes from the crowded Piazza San Marco. Immediately, you feel as if you have been transplanted to an oasis of calm and luxury in



the heart of Venice and happily enough you have.

The Cipriani, which provides 24 hour boat service to the Piazza San Marco with its own boat dock near the gondolas, has been the host to two American presidents, Ronald Reagan and Jimmy Carter, as well as Steven Spielberg, Elizabeth Taylor, and when we were staying there, Julia Child, who was putting on a two week cooking class.

We were shown to a junior suite with a gigantic porch overlooking a huge pool and the lagoon. The pool is a delight. It is one of the few pools existing in Venice, and it is quite relaxing to take a refreshing swim after a day of sightseeing. If you are feeling more energetic, there is a championship clay tennis court set in beautiful gardens next to the hotel.

Our bathroom, which was larger than most bedrooms, featured a beautiful marble jacuzzi bathtub, with a skylight—one of three in our suite—and a complimentary bottle of champagne. It was the perfect and romantic end to our journey on the Orient-Express.

If these gorgeous junior suites which go for over \$1,000 a night are not fancy enough for you the Cipriani has purchased a deluxe 15th century residence, the Palazzo Vendramin, next-door where you can have your own personal butler 24 hours a day.

Dinner in the hotels' Venetian Dining Room was superb as was our lunch at the legendary Harry's Bar in Venice. Venetian restaurateur Giuseppe Cipriani, who built the Hotel Cipriani was also the proprietor of Harry's Bar and the inventor of the delicious Bellini cocktail (champagne and fresh peach juice).

For more information, contact:
Hotel Cipriani
Giudecca 10, Venice, Italy 30123
Tel: (041) 520 7744; Fax: (041) 520 3930

—Robert J. Guttman



Our Adventure Exchanging Homes

WHO HAS NOT DREAMED OF ESCAPING the monotonous struggle for money and success—and fleeing to the sunny south of France, there to live out a perfect Peter Mayle fantasy?

Who has not imagined penetrating the Gallic reserve of majestic Paris and luxuriating in the simple joys that enrich the daily lives of ordinary Parisians—the unforgettable scent of a street vendor's roasting chestnuts wafting over rain-slicked sidewalks on a chilly October afternoon, the raucous sounds of children playing in Luxembourg Gardens, the visceral sense of anticipation that begins to build deep in the belly as the hour of the traditional Sunday feast approaches?

What genuine Francophile has not yearned for the chance, at least once in a mundane lifetime, to not merely visit France but actually live in the bosom of its vibrant culture, its magnificent *paysage*, its incomparable *joie de vivre*?

With demanding work schedules, family commitments, and other responsibilities, it is virtually inconceivable for most of us to spend an idyllic "year in Provence." Yet it is possible for Americans of ordinary means to experience the delectable pleasures of living in France for a few weeks every year or two.

The secret is home exchanging—trading places with a French family for

**How to
exchange
homes and
live out
a fantasy
or two**



a period as short as two weeks or as long as a month or more.

The basic mechanics of home exchanging are simple. You permit a family to use your home and car in exchange for the use of their home and car. No rent or other compensation is paid by either party.

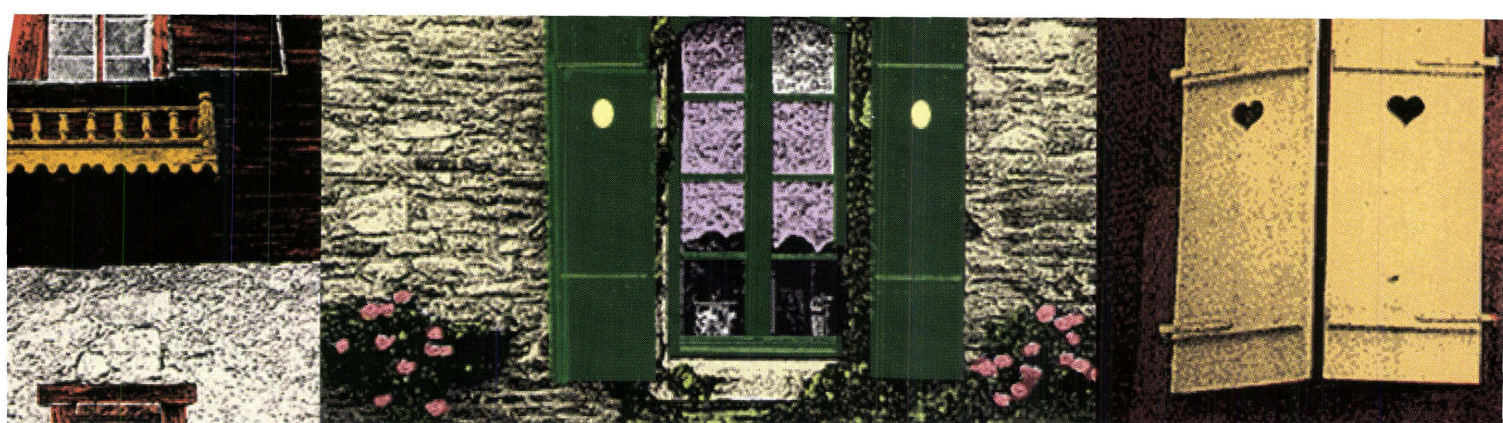
Some professional home exchange services have developed niche markets for persons seeking long-term exchanges or for those who prefer third-party screening of potential exchange partners. However, the vast majority of home exchangers rely on simple catalogue services and pay a modest fee to list their residences in thick directories which are mailed to other potential ex-

change partners.

The largest and most popular catalogue programs are operated by two highly regarded international exchange organizations—Intervac and Vacation Exchange Club. Home exchangers who use these catalogue services pay a modest fee to list their residences in thick directories, which are mailed to other potential exchange partners all over the world, from Europe to Australia, from Canada to Hong Kong, from Capetown to Tahiti. The catalogues, which resemble the multiple listing directories used by realtors, contain literally thousands of entries, broken down by country and region. A simple and efficient coding system fa-



By Lynda and James Gardner



The Gardner family has exchanged homes with European families from Paris, Bruges, Alsace, and four other European locales.

Facilitates disclosure of relevant details about family size, age and sex of children, profession, and home size of potential exchange partners.

The catalogue entry describes the general location of the listed home as well as its proximity to swimming pools, mountains, oceans, ski lifts, hiking trails and other recreational amenities. In addition, the listing specifies the desired location as well as the time period for which a vacation exchange is sought. (Some adventuresome exchangers simply indicate "open" as to preferred time and place and wait with exquisite anticipation for proposals to arrive from the

four corners of the earth!)

A basic listing costs about \$50. For a modest additional fee a picture of your home can be included. There is no other charge. In other words, except for air fare and incidental travel expenses, your long-anticipated *séjour dans la belle France* or in another locale is miraculously free of charge!

Sound too good to be true? It's not.

Our family has savored six memorable exchanges in France and a seventh in the stunning Belgian city of Bruges since we began house-exchanging seven years ago. We have lived in an apartment within shouting distance of the Versailles palace, a spacious mansion in Alsace, a charming Provençal-style country home overlooking the gentle Sorgue River near Avignon, and an ultra-modern condominium in Les Arcs, a chic ski resort high in the French Alps.

Without missing any of France's legendary sights and tourist attractions, we have shared the homely joys of French daily life. We have been privileged to partake of that rarest luxury available to the foreign traveler—the opportunity to see the world through the eyes of another culture.

What memories do we treasure from our home exchanges? Not so much touring Notre Dame as whiling away sultry summer days on the beach at La Baule as French friends introduced us to the delights of *Délices d'Amour*—irresistible delicacies concocted of fresh oranges, apples, grapes and strawberries and enveloped in thin, crackling caramel.

Not so much touring the Louvre as enjoying a rustic *pique-nique* at the foot of the Pont du Gard, an imposing 2,000 year old Roman aqueduct that still spans the Gardon River, its beauty and grandeur seemingly oblivious to the passing millennia.

Our children have accompanied French playmates to free classes on art

and art history at the Louvre, the Gare d'Orsay and the Pompidou. They've spent delightful hours roaming through Aqua City, an enormous amusement park near Marseilles, and watching children's theater performances in Avignon as well as puppet shows in the many parks of Paris.

We have spent careless days combing through *brocante* markets—huge street bazaars filled with used products of every sort. And, most memorably, we've enjoyed hour upon hour of conversation over aperitifs and home-cooked meals with the many French friends we've made during our exchanges.

Home exchanging harkens back to an almost forgotten style of travel that was popular before the mid 19th century. During that time, according to Theodore Zeldin author of *The French*, foreign travel was far more than "a matter of sightseeing, looking at places rather than people." The growing popularity of home exchanging has begun to revive this venerable tradition of culturally focused travel. A type of travel that French novelist Marcel Proust describes as not about "seeking new lands" but of learning to "see with new eyes." ☺

Lynda and James Gardner have collaborated on books about European politics and are avid travelers.

For further information:

Two of the leading home exchange services are Intervac and Vacation Exchange Club. They can be contacted at the following addresses:

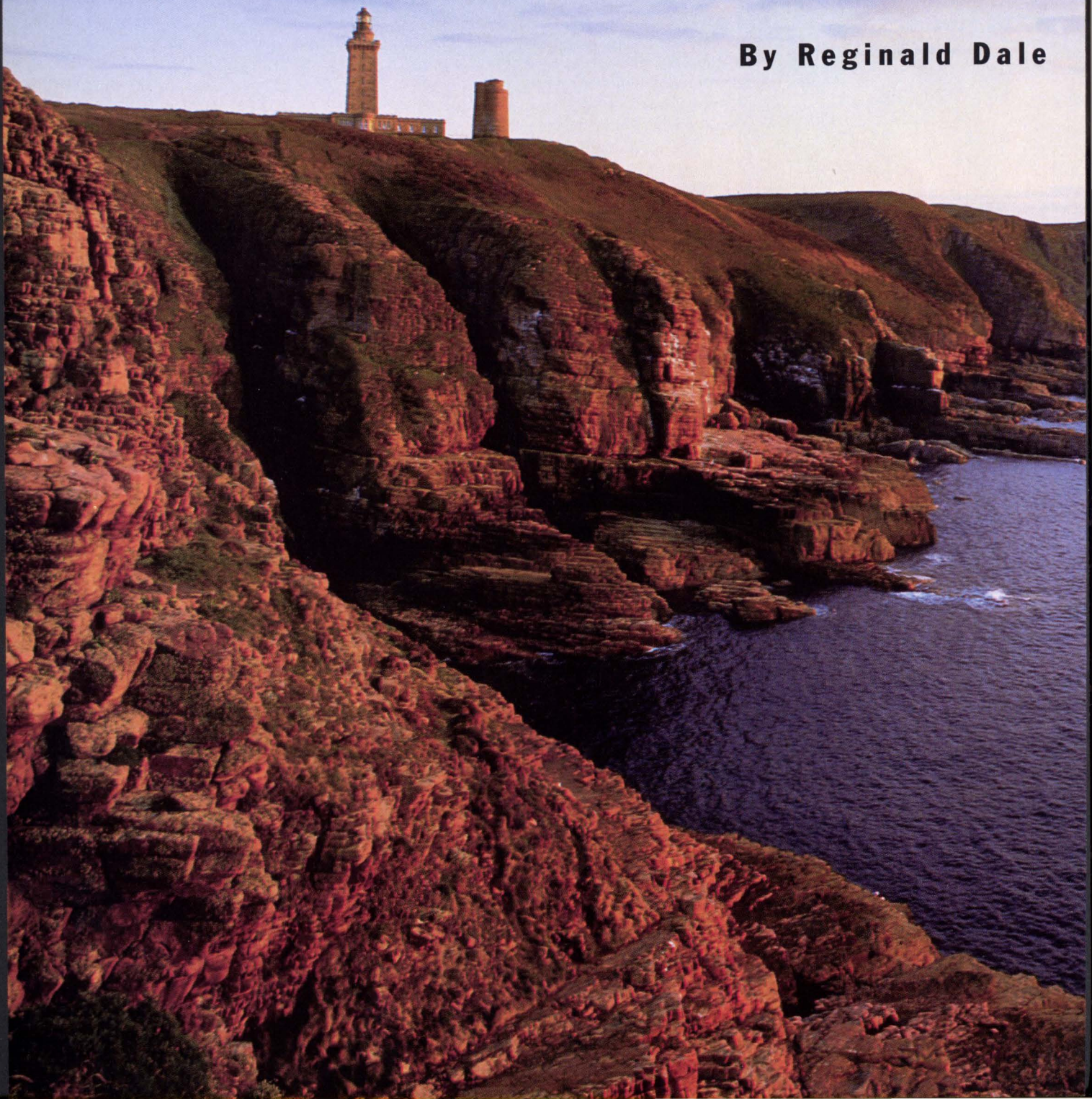
Vacation Exchange Club P.O. Box 650 Key West, FL 33041 Tel: (800) 638-3841 (305) 294-1448	Intervac US P.O. Box 590504 San Francisco, CA 94159 Tel: (800) 756-4663 (415) 435-7440
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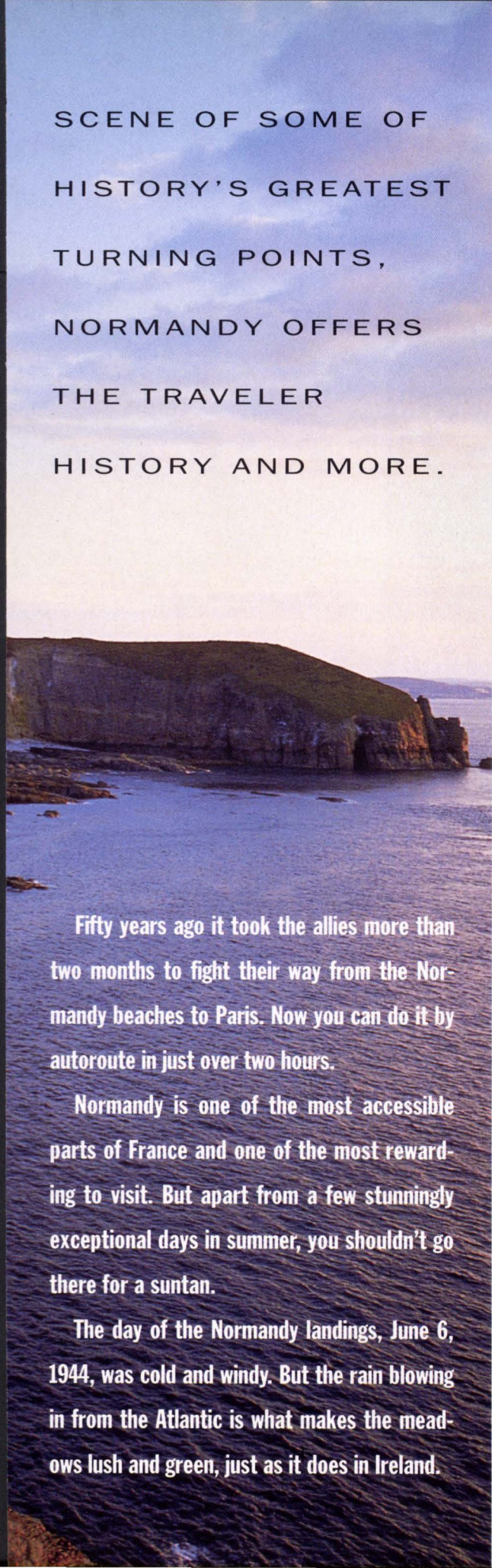
TRAVEL

FRANCE

NORMANDY

By Reginald Dale





SCENE OF SOME OF
HISTORY'S GREATEST
TURNING POINTS,
NORMANDY OFFERS
THE TRAVELER
HISTORY AND MORE.

Fifty years ago it took the allies more than two months to fight their way from the Normandy beaches to Paris. Now you can do it by autoroute in just over two hours.

Normandy is one of the most accessible parts of France and one of the most rewarding to visit. But apart from a few stunningly exceptional days in summer, you shouldn't go there for a suntan.

The day of the Normandy landings, June 6, 1944, was cold and windy. But the rain blowing in from the Atlantic is what makes the meadows lush and green, just as it does in Ireland.

The Norman climate—and the typical Normandy countryside of small fields and orchards, gently sloping hills and hedgerows—will seem familiar to anyone who knows Ireland or England.

Much of Normandy's bucolic character is still intact. And most towns have big weekly markets that are great places to absorb some of the local character.

Normandy's most famous products are butter, cream, cheese, cider, and the strong apple brandy called Calvados (Calva for short). A glass of Calvados to aid digestion in the middle of a meal is famous throughout France as a *trou Normand*—literally a Norman hole, intended to burn more room in your stomach.

The typical Norman scene is one of dairy cows grazing under apple trees, perhaps beside a little stream, with an idyllic rose-covered cottage in the background.

The peaceful rural setting belies Normandy's violent history. Normandy's five departments (Calvados, Eure, Manche, Orne, and Seine-Maritime) are dotted with castles, fortifications, battlefields, and war museums. The town of Ivry-la-Bataille (Ivry-the-Battle) got its name from one of the French King Henry IV's victories in 1590.

Towns and villages that found themselves in the path of the allies more than 350 years later are often modern and ugly, having been rapidly rebuilt after near-total destruction. The beautiful old cities of Caen and Lisieux took terrible damage.

Unfortunately, European architecture was at its worst in the years after World War II. The good news is that the Allied landings made little more than a dent in Normandy's extensive architectural heritage.

But the World War II Allies weren't the first to invade Normandy from the sea. The original Normans (Norsemen) were sea-borne Vikings who took the land by conquest in the 9th and 10th centuries before in turn invading England under William the Conqueror in 1066.

Then Normandy came under the crown of England, and the Normans had to fight to keep the French out until the dukedom was incorporated into France in 1204.

Although they have been French for nearly 800 years, the Normans still regard themselves as distinct. They are mostly hard-working country people who dislike Parisian rudeness and arrogance.

Unlike most Parisians, the Normans are also welcoming and friendly toward foreigners, particularly to Britons and Americans. Part of the reason is a genuine gratitude for the liberation in 1944.

But the Normans' sea-faring traditions also make them more open to the world than many of their compatriots. Normans are very conscious of their long historical ties to England and of the fact that many French-speaking Canadians have Norman ancestry.

Throughout Normandy, you can still see evidence among the people of Viking descent in a special shade of red hair, with white skin and freckles, which is also widespread in Scotland and Ireland.

And on the old borders with France you can still see remains of the fortifications earlier generations of Normans built to keep out the French. The three towns of Verneuil-sur-Avre, Tillieres and Nonancourt were built as fortresses to protect the southern frontier along the river Avre.

Any visit to Normandy should of course include the beaches—particularly in this anniversary year. Americans will want to see Omaha and Utah beaches and the dignified and moving American cemetery at Colleville St-Laurent. The beaches have not been developed and it is easy, with five minutes' calm and a little imagination, to relive the scene.

Britons and Canadians may want to visit the other beaches to the east (Gold, Sword, and Juno), where the rest of the Allied force fought its way ashore. Many Americans may not know that more

British and Canadian soldiers than Americans landed on D-Day. British and American casualties were about the same.

But it would be a big mistake to dash to the beaches and back and ignore the rest of Normandy. The region deserves at least several days just to see the main sights. Absolutely not to be missed are:

Bayeux, with its famous medieval tapestry depicting events leading up to the invasion of England in 1066. The first French town to be liberated in 1944, less than eight miles from the beaches, Bayeux survived the invasion almost unscathed.

The Mont-Saint-Michel, the fabulous fortified Benedictine Abbey on a rocky islet off the coast where Normandy and Brittany meet, about 75 miles southwest of Bayeux.

Giverny, the house and garden of the impressionist painter Claude Monet in the Seine valley, preserved



The rain blowing in from the Atlantic is what makes Normandy's meadows lush and green, just as it does in Ireland.

as a museum almost exactly as he left it. Deauville, the elegant seaside resort that is the home of France's American film festival in September, a spectacular brand-new international conference center, built literally into the beach, and a chic horse-racing meeting in the month of August.

Honfleur, the picturesque fishing port and yacht harbor that's been an artists' colony since the hey-day of French impressionism.

The countryside of the Pays d'Auge, inland from Deauville, with its meadows and valleys, traditional half-timbered houses in the style known as *colombage* and farms that make Calvados and cheese.

(The most famous Norman cheese is Camembert, but the little village of Camembert itself is hardly worth visiting, and the cheese actually made there is surprisingly indifferent. Unlike, for example, Champagne, the name itself is not protected—anyone can make Camembert.)

The best known attractions are on or near the coast, but anyone with a little time to spare should venture further inland, perhaps to the elegant Haras du Pin, one of France's premier stables, and the Château d'O, an extraordinary

15th century castle open all year round except Tuesday, both near Argentan.

From there, it's only a short step, via the small cathedral city of Sees, to the Perche, a remote and pretty region from which many famous French-Canadian families originated. The Perche is renowned for its horses and its rich pinky-yellow stone farmhouses and châteaux. The Moulin de Villeray, seven miles north of Nogent-le-Rotrou, has good food and a small number of rooms for overnight stays.

Back on the beaten track, Rouen, with its cathedral and old quarter is worth a visit. But remember it's a big city and allow plenty of time, then drive along the right bank of the Seine on D982 toward Le Havre.

The best way to do all this is to pick a place like Deauville as a base for daily excursions (though watch out for traffic jams on summer weekends). Deauville has two excellent hotels, the Royal and the Normandy, and plenty of others that are more modest.

Other great places for an overnight stopover are the Mère Poulard at the Mont-Saint-Michel (famous for omelets), the Lion d'Or in Bayeux and the inn in Giverny, La Musardière.

Further inland try the Hostellerie du Clos in Verneuil-sur-Avre or the Hotel du Dauphin in L'Aigle, which is a particularly good place to eat. L'Aigle also boasts the biggest market in Normandy, on Tuesday mornings, while Verneuil's market day is Saturday. Both are well worth a detour.

Normandy has countless good restaurants, often tucked away in quiet small towns and villages, such as the Ferme du Roy just north of Lisieux. The food in Lion d'Or in Bayeux is also highly recommended.

Two of the best known restaurants, Les Vapeurs in Trouville and the Ferme St-Simeon in Honfleur, are not all they used to be but still worth a visit. In Trouville, though, a better bet is the up-and-coming Central restaurant, just next door to Les Vapeurs. In Deauville, Ciro's has great sea views, and there's a fine menu at Le Spinnaker. ☺

Reginald Dale is a contributing editor for EUROPE and a columnist for the International Herald Tribune.

For Your Information

Bayeux:

Hotel Restaurant Lion d'Or
tel. (31) 92 06 90, fax: (31) 22 15 64.

Deauville:

Hotel Royal
tel. (31) 98 66 33, fax: (31) 98 66 34;
Hotel Normandy
tel. (31) 98 66 22, fax (31) 98 66 23;
Ciro's Restaurant tel. (31) 88 18 10;
Le Spinnaker Restaurant
tel. (31) 88 24 40.

Giverny:

Hotel Restaurant La Musardière
tel. (32) 21 02 18.

Honfleur:

Hotel Restaurant Ferme St-Simeon
tel. (31) 89 23 61, fax: (31) 89 48 48.

L'Aigle:

Hotel Restaurant du Dauphin
tel. (33) 24 43 12, fax: (33) 34 09 28.

Lisieux:

Restaurant Ferme du Roy
tel. (31) 31 33 98.

Mont-Saint-Michel:

Hotel Restaurant Mère Poulard
tel. (33) 60 14 01, fax: (33) 48 52 31.
Moulin de Villeray tel. (33) 73 30 22.

Trouville:

Hotel Restaurant Central
tel. (31) 88 13 68.
Verneuil-sur-Avre: Hostellerie du Clos
tel. (32) 32 21 81, fax: (32) 32 21 36.

Inside

EUROPE

MAY 1994

VOLUME II/NUMBER 5

BOSNIAN VICE PRESIDENT SPEAKS OUT

Bosnian Vice-President Ejup Ganic was recently interviewed by EUROPE Editor-in-Chief Robert J. Guttman in Washington, DC.

You heard [President Clinton's address on April 20]. Is it empty rhetoric or might it have an effect on ending the war in Bosnia?

I don't think I have a right to believe it was empty rhetoric. There were mechanics behind the speech and commitment behind the speech, that's how I view it. Because he included NATO in his speech, whenever NATO is included, we understand that the Western Allies mean business. And we believe that the West will not allow itself to be completely discredited. We believe that NATO has the credibility, that the US has the credibility. We hope now that everyone will go along, but what we need now is a specific plan to be implemented.

There have been calls for an international peace conference within a month. Do you favor something like that?

First of all let's implement this program, underlined in the President's speech, in terms of protecting the "safe zones." Now we have to review the implementation of the conclusions of the London Conference and see what's missing in the Washington agreement signed by Croats, Bosnian Muslims, and supported by the majority

of unarmed Serbs. We need a Russian position as well. Then one can see what else is left to be discussed, whether we need a conference on this issue.

Is this war being directed by Belgrade?

Definitely. It is run by the old Yugoslav army, equipped and supplied with intelligence, technicians, officers, some soldiers, and even peasants taken from Bosnia.

What is the situation in Gorazde? Last night on television, a doctor said, "This is not a war, this is slaughter."

Exactly. This is a public execution.

What's the answer? How is Gorazde to be saved?

By retaliation. You must tell them "you withdraw or we will hit you. We will hit you near Gorazde, but if we cannot be effective we'll hit you somewhere else."

What do you believe will happen in the next couple of weeks in Gorazde? Will the world see more killings there?

That depends upon NATO. When there are Western jets in the skies, Serbs retreat into trenches, they do not advance.

The rest of the interview with Vice President Ganic will be published as part of a special report on Bosnia in the June issue of EUROPE magazine.

EU NEWS

BERLUSCONI TO FORM ITALIAN GOVERNMENT

Italian business tycoon Silvio Berlusconi, whose *Forza Italia* party was the leading vote getter in the March election, has been formally asked to form Italy's 53rd postwar government. In addition to Berlusconi's party, the governing coalition will also consist of the

separatist-minded Northern League, headed by Umberto Bossi, and the neo-Fascist National Alliance headed by Gianfranco Fini. This would be the first time since World War II that fascists would be included in the government. Italy's long time ruling party, the Christian Democrats, were little more than onlookers at the polls after suffering through over two years of scandals and corruption.

EU GIVES AID TO RWANDA, CAUCASIA, SOMALIA

The EU granted \$570,000 in humanitarian aid for Rwanda, while at the same time it evacuated its delegation in the capital, Kigali, due to the new wave of ethnic violence in the African country following the death of its president in a plane crash.

The money was channeled through the Belgian branch of *Medicins sans Frontieres* (MSF), a medical relief organization, and will be used to finance a surgical team and surgical equipment for the benefit of Rwanda's victims.

The Commission also announced three other humanitarian aid programs that will largely finance food distribution and medical missions and equipment. An emergency food aid project for 1.5 million refugees in the Republics of Caucasasia will cost around \$10.6 million, while \$1.2 from the EC Humanitarian Office (ECHO) will go to medical projects to help Somalia. Almost \$1 million will go to hospital aid for the population of Nagorno-Karabakh in Azerbaijan where there is renewed fighting between the Armenians and the Azeris. MSF-France will implement the project in Armenia-dominated areas, while MSF-Belgium and the British non-governmental organization Merlin will oversee it on the Azeri side.

EU UNEMPLOYMENT FIGURES

The latest unemployment figures (February 1994) for the EU released by Eurostat showed a 10.9 percent rate for the third consecutive month, or around 17.6 million unemployed people in February. The European Commission's Statistical Office further noted that although the unemployment rate has recently leveled, it has followed a rising trend since 1990, when the annual average was 8.3 percent.

The February figures showed that the total unemployment rate remained the same in Belgium (9.9 percent), Denmark (10.3 percent), Spain (22.9 percent), France and Italy (both at 11.2 percent), while it fell in Ireland (18.1 to 18.0 percent) and the United Kingdom (10.3 to 10.2 percent). The unemployment rate, which applies to men and women regardless of age bracket, rose in Germany (6.0 to 6.1 percent), Luxembourg (3.0 to 3.1 percent), and Portugal (5.7 to 5.9 percent).

EU TO HELP CREATE PALESTINIAN POLICE FORCE

The European Union has committed itself to help develop and pay for a Palestinian police force in Gaza and the West Bank. The funds for this project, on which the EU will spend \$11.3 million, are part of a larger four year, \$565 million development assistance program for the Occupied Territories. This is one of the first joint foreign policy actions taken by the EU under the Maastricht Treaty's second pillar Common Foreign and Security Policy. In addition, the proposal commits the European Union to pursuing demarches with Arab nations to end their boycott of Israel, to protect the Palestinian people through a UN-proposed "temporary international presence," and to observe future elections in the area.

SUPPORT FOR POLISH MEMBERSHIP

Both the British Chancellor of the Exchequer Kenneth Clarke and German Chancellor Helmut Kohl recently voiced their support of Polish membership in the EU. Poland handed in its formal application for EU membership on April 8, making it the second member of the former communist East Bloc to apply, after Hungary.

Clarke said that he welcomes "the Polish application for membership in the European Union." "That is the obvious way in which we are going," he said, "Eastern and Western parts of Europe will get together and have a normal relationship." Along with these encouraging words, the United Kingdom has also agreed to provide financial and technical assistance to Poland.

Chancellor Kohl said that he would use Germany's six month presidency of the EU, starting in July, to propose new ways of bringing Poland closer to the EU and helping to promote its membership application.

Even the Poles themselves are pleased with EU membership prospects. According to a recent opinion poll, 76 percent of Poles support Poland's full integration with the European Union. Although this percentage is slightly lower than six months ago, EU membership continues to be one of the few issues on which Poland's quarrelsome political parties are united.

WHAT THEY SAID...

"I'm tempted to do an Irish jig."

—GATT Director General Peter Sutherland after the signing of the Uruguay Round trade agreements.

"We are grateful for Greece's continuous support for Romania's accession to Europe, a support more important now that Greece holds the presidency of the European Union."

—Romanian Foreign Minister Teodor Melescanu on Greek support for Romania's bid to join the EU.

"... For Poland to become a member of the EU will be a dream come true."

—Polish Foreign Minister Andrzej Olechowski on Poland's formal application to join the EU.

"This election has made us a small part of a greater whole, like tenth generation Normans in Britain."

—Liberal Johannesburg Sunday Times Columnist Ken Owen, on the change of political stature for whites after South Africa's first all race elections.

"A few years ago, Greece, a country of ten million inhabitants, was the most isolated member of the European Community. Today, it is rapidly becoming the most developed center of an emerging regional market."

—Greek Prime Minister Andreas Papandreou on his recent trip to the United States, commenting on Greece's expanding leadership role in the Balkans.

EU TRANSPORT OFFICIAL TO STEP DOWN

Abel Matutes is leaving his position as the EU's Transportation Commissioner to lead the Spanish conservatives in the forthcoming elections for the European Parliament. It is expected that another senior Spanish official will replace him in Brussels.

GATT URUGUAY ROUND AGREEMENT SIGNED

On April 15, delegates from 111 nations gathered in Marrakech, Morocco, and signed the largest market-opening treaty in history. In addition to approving the General Agreement on Tariffs and Trade (GATT) accord, the ministers also signed separate documents creating the GATT's successor, the World Trade Organization (WTO). However, despite the euphoria, hurdles still remain. There could be opposition to the treaty in various legislatures including the United States Congress.

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WHAT THEY SAID ABOUT...BOSNIA

"The Bosnian war is the largest human tragedy in Europe since the descent of the Iron Curtain."

—US Secretary of State Warren Christopher told a group of educators in a recent address.

"Clearly it is a very sad week for the world."

—British Lt. Gen. Michael Rose, commander of UN forces in Bosnia, referring to the recent tragedies in Gorazde.

"This is a very messy, bloody war. The idea that it can be sorted out in some neat clinical way is a nice aspiration, but totally unrealistic."

—British Secretary of State for Defense Malcolm Rifkind, commenting on the continuing tragedy of the war in Bosnia and Herzegovina.

"The Americans are brandishing a stick, the Russians are brandishing a carrot, and the European Union is doing a little bit of both at the same time."

—French Foreign Minister Alain Juppé, expressing frustration with inefficient and uncoordinated peace seeking efforts in Bosnia.

"There is no crack in the partnership. Just a sober, pragmatic consideration of national interests."

—Russian Presidential spokesman Vyacheslav Kostikov, when asked whether the US and Russia were divided over peacekeeping efforts in Bosnia.

"We should not rebuke ourselves for using military means when in fact solutions are being imposed [by Serb military actions]."

—EU External Political Relations Commissioner Hans van den Broek, responding to criticism of the West's bombing of Serb positions near Gorazde.

"Serbs 1, World 0."

"The UN on the Ropes."

"What a Way to Run a War."

"Humiliated. UN Credibility Is Blown Away."

"A Serb Slap in the Face for NATO."

—A sampling of European press headlines criticizing the West's handling of Serb assaults on the Bosnian town of Gorazde.

BUSINESS BRIEFS

Banco Santander jumped to the head of the Spanish banking table and into Europe's top 25 by paying \$2 billion for a controlling 60.2 percent stake in the troubled **Banco Español de Credito**, or **Banesto**.

Banesto, the country's fifth largest bank, was put on the block after the Bank of Spain mounted a rescue operation last December to prevent it from being bankrupted by poor investments and \$4 billion of bad loans.

Banco Santander outbid its arch rivals **Banco Bilbao Vizcaya** and **Argentaria Corp. Bancaria de España** and now accounts for 25 percent of Spain's banking market in terms of deposits.

German Chancellor Helmut Kohl pledged an assault on monopolies when Germany takes over the European Union's rotating presidency on July.

"It's time for a European deregulation initiative," Mr. Kohl told businessmen at the Hanover industrial fair. Main targets of the campaign will be gas and electricity utilities, telecommunications, and postal services.

Germany will also push for the speedier integration of East European economies with the EU.

The four European airlines whose attempts to merge collapsed earlier this year have had mixed success in pursuing alternative strategies.

KLM Royal Dutch Airlines has fared best, raising \$641 million from an issue of shares and seeing its 20 percent stake in **Northwest Airlines** finally come good as the troubled US carrier reported a profit of \$18.3 million in the first quarter of 1994.

Swissair, whose profit plunged 48 percent in 1993 to \$41 million, and **Austrian Airlines** are both reportedly mulling closer marketing ties, probably leading to an alliance with another major carrier. **Lufthansa** is the most hotly tipped candidate.

SAS Scandinavian Airlines System has taken the most radical steps since the merger fell through. It is shedding nearly 3,000 jobs over the next 18 months, cutting salaries, and selling its two largest non-core busi-

nesses, **SAS Leisure**, a tour operation, and its catering unit.

Heineken, the Dutch beer producer, plans to build three or four breweries in China over the next two years as part of a \$420 million investment in Asia, the world's fastest growing beer market.

The Asian market is growing at a "spectacular" rate with China showing a 20 percent increase last year, according to Heineken Chairman Karel Vuursteen.

Heineken, which already owns shares in breweries in Shanghai and Fuzou, is targeting Asia to compensate for lower sales in Europe, which still accounts for 75 percent of its total revenue.

An American-Czech consortium is about to pull off one of the biggest Western investments in Eastern Europe—a \$1 billion power plant near the Czech-German border.

General Electric and **Texaco Development Corp.** are involved in the project for a 350 megawatt electric plant, which will surpass other big ticket investments in the Czech Republic such as **Volkswagen's** takeover of the **Skoda** auto firm and **Philip Morris's** acquisition of **Tabak**, the cigarette monopoly.

The Dutch government is wooing small investors to participate in the country's biggest privatization—the sale of a 30 percent stake in the **PTT** postal and telecoms monopoly in June which is expected to raise up to \$4 billion.

Private investors will be offered a 5 percent discount on their first 75 shares and will get preferential treatment in the allocation of stock.

The **Treuhandanstalt**, Germany's privatization agency, will close down at the end of the year to mixed reviews.

On the plus side, the agency has sold nearly 13,000 state-owned firms to private buyers who have pledged to invest around \$100 billion in the former communist economy. But it has also landed German taxpayers with a towering debt of \$162 billion and laid off three million workers in the manufacturing sector.

The staid French insurance market is bracing for radical changes with the government selling three giant state-owned insurers and the largest private firm about to be swallowed by a foreign group.

The government is finalizing the \$4.25 billion sale of its remaining stake in **Union des Assurances de Paris** (UAP), the biggest insurance group in France, before moving on to the privatization of **Groupe GAN** and **Assurances Générales de France** (AGF).

Meanwhile, **Suez**, the giant French holding company, is looking for a buyer for **Groupe Victoire**, the country's second largest private insurer. Analysts tip **BAT** of the UK and **Allianz** of Germany as the most likely purchasers.

Benetton, the Italian clothing group, shrugged off the global recession, boosting consolidated profits by nearly 13 percent to \$66 million in 1993.

Benetton boomed particularly in Asia, where revenues surged by 83 percent, and in the Middle East where sales were up 51 percent.

AEG Daimler-Benz Industrie and **Groupe Schneider** merged their robotics operations, creating a group with sales of around \$505 million and 3,000 employees.

The Franco-German venture, which will be second largest in the global market for automated engineering equipment and robots, continues the consolidation of the European industry in the face of intensifying competition.

In 1993, **ABB**, the Swiss-Swedish electrical engineering group, acquired the robotics division of **Renault**, the French car firm, and created a joint venture in automated vehicle assembly.

—Bruce Barnard

INSIDE EUROPE

Correspondents

Bruce Barnard

Reuters contributed to news reports in this issue of *Inside Europe*.

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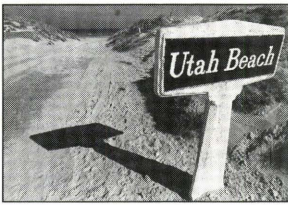
REMEMBERING D-DAY

FIFTY YEARS LATER, IT'S D-DAY AGAIN

FIFTY YEARS LATER, THE ALLIES ARE LANDING AGAIN IN NORMANDY on June 6. The 50th anniversary commemoration of the D-Day landings may include up to 150,000 people—about as many as participated in the June 6, 1944 invasion.

An estimated 20,000 Americans are expected to travel to Normandy to mark the anniversary of Operation Overlord, the largest amphibious military operation in history—and one of the costliest—which became the turning point in World War II in Europe. President Bill Clinton is expected, along with a dozen other national leaders, to pay tribute to the veterans of D-Day.

By Robert Lever



Revisiting the scene of the battles “can be emotional but it’s never morbid,” said Art Chaitt, a D-Day veteran who operates battlefield tours to Europe for servicemen and others.

But aside from June 6, the 50th anniversary—*cinquante-naire*—of the Battle of Normandy and the liberation of France from German occupation is being celebrated throughout the year in France. Commemorative events are being held around Europe through May 8, 1995, which will mark a half century since the war ended in Europe.

An estimated 300 celebrations are planned across Normandy in just about every city and village liberated by the Allies. It will also be an occasion for emotional revisiting and reunions for many US veterans who served in the conflict.

“It was indelibly printed on my mind, the heroism of the troops, the long line of bodies pinned down on the beach,” said retired Lt. Col. William Friedman, who was a captain in the US army’s 16th Infantry that landed the morning of June 6, 1944 on Omaha Beach and eventually broke through German lines after a costly battle.

It is nostalgia that will bring Friedman and other vets back to Normandy

for the commemoration, which may be among the last major celebrations of D-Day with large numbers of surviving soldiers.

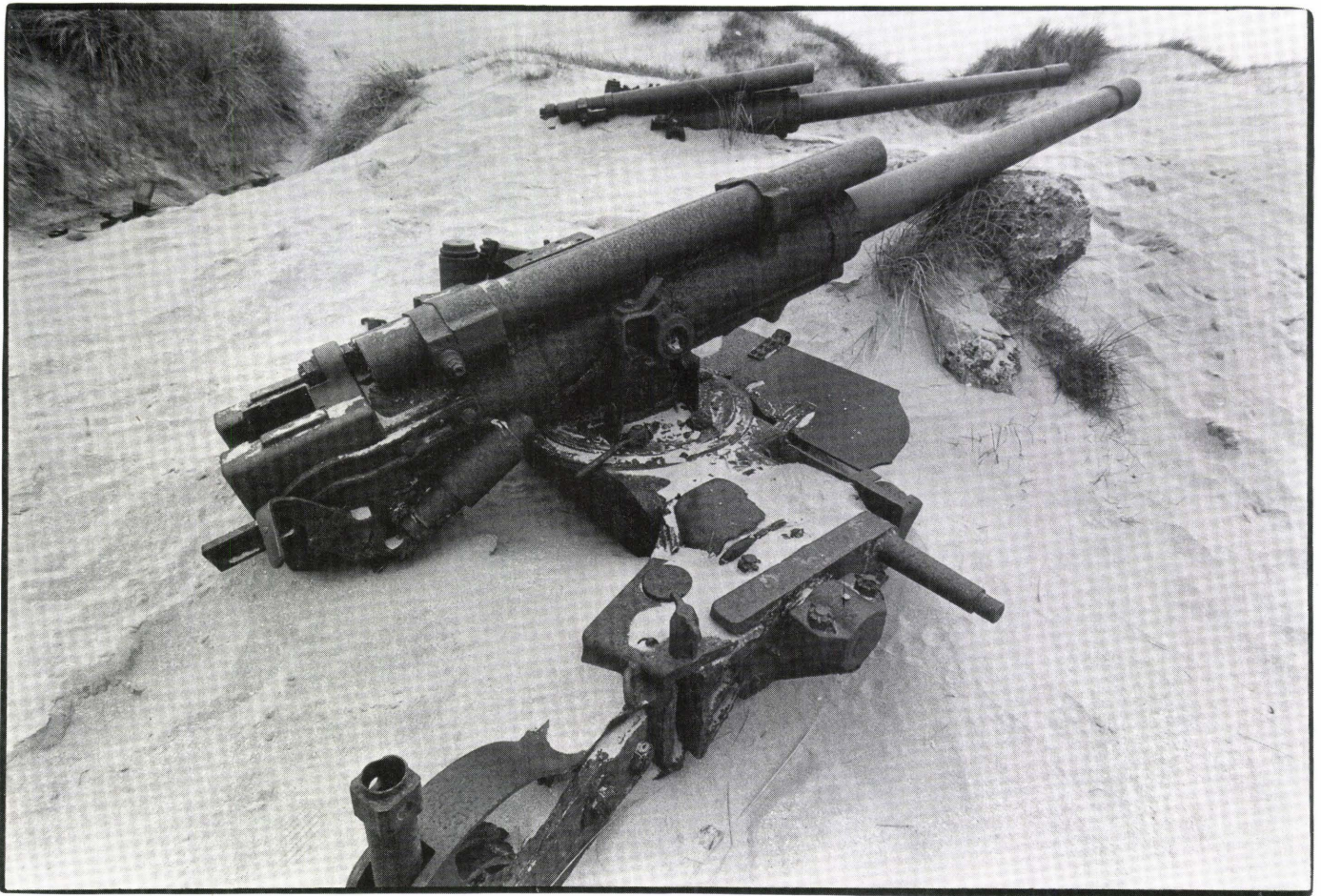
“I do have extremely fond memories,” Friedman said. “I remember the morning after we had secured the ridge line, being wakened by an elderly French lady who brought me a piece of Camembert and Calvados, for which I am eternally grateful.”

Revisiting the scene of the battles “can be emotional but it’s never morbid,” said Art Chaitt, a D-Day veteran who operates battlefield tours to Europe for servicemen and others.

“I’ve seen men from Omaha Beach come away and break down. I’ve taken people to within 100 yards of where they fought, and they’ve found gas masks,” said Chaitt.

Chaitt and others, however, advised vets and tourists to avoid the first two weeks of June, which are expected to be crowded and chaotic, and take advantage of the

Many artifacts from the invasion remain 50 years later, partially buried and permanently silent.



smaller celebrations throughout the year.

"Normandy is difficult logistically today for the same reasons it was tactically difficult in 1944," said Major Michael Humm of the Pentagon's World War II 50th Anniversary Commemorative Office.

In fact, most of Normandy has developed little since World War II, remaining largely small farms in what the French call the *bocage* countryside.

French tourism officials have been attempting to house veterans with residents of Normandy during the celebration. But because of the limited population and number of hotels, virtually all accommodations were booked well in advance. The only late bookings available were on cruise ships expected to anchor off the coast.

"I think it's going to be chaotic," said Friedman. "The French are trying to cope with an amazing logistical problem."

The celebration will in fact begin on the British coast in early June, where the invasion was prepared, and towns from Portsmouth to Weymouth are planning dances, concerts, reunions and other events to mark the anniversary.

In France, one of the first ceremonies will be in Sainte-Mère-Eglise, where paratroopers from the 82nd and 101st Airborne jumped in to secure the strategic village and cut German communication lines the night before the landing.

The town was among the first liberated in France and was immortalized in the film *The Longest Day*, in a scene where a paratrooper named John Steele gets caught in the church bell tower. Residents of the town fly the American flag on US holidays, and the paratrooper is remembered with the John Steele Hotel and Restaurant.

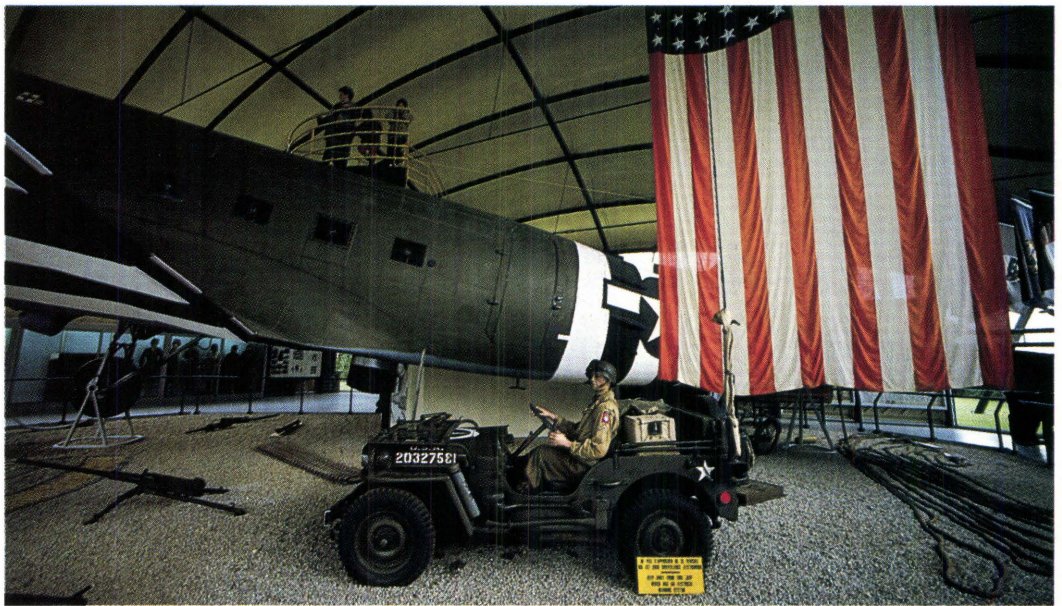
Paratroopers from today's 82nd and 101st Airborne will re-enact the jump this June 5, and some aging vets who were there the first time hope to join them despite misgivings by the Pentagon.

"There are 44 vets, 18 of whom jumped in Normandy," said Richard Mandich of San Diego, organizer of the "Return to Normandy" association. "We're all fit to do it. We all jumped in a training mission."

Mandich said that the 50th anniversary has a special significance to those who participated in D-Day and the ensuing Battle of Normandy.

"This is the big one, there's nothing like this," he said. "The guys want to show they can still do it. They all jumped behind enemy lines. We all have buddies who are buried over there."

But others say the septuagenarians should leave the jumping to the youth.



State of the art museums, located not far from the Normandy battlefields in the towns that were liberated, retell the story of the D-Day invasion.

"That would worry me," said Friedman. "It's gallant, but some of us are getting a little old."

In addition to the jump, the Pentagon will send US Army Rangers to demonstrate the treacherous assault of Pointe-du-Hoc near Omaha Beach, where 81 of 225 soldiers scaling the steep cliffs were killed in their fight to destroy a German battery in 1944.

Nearby, at the Normandy American Cemetery overlooking Omaha Beach, President Clinton is expected to pay tribute to the nearly 10,000 US servicemen buried at the site.

The ceremonies organized by the French government June 6 include a joint Franco-US event on Utah Beach, a Franco-British ceremony with Queen Elizabeth II at Bayeux, an international celebration at Omaha Beach with heads of state and government from a dozen countries, and a closing salute at the Memorial Museum at Caen.

On the grounds of the new Caen Museum, which is dedicated to peace and understanding the causes of World War II, the US-based Battle of Normandy Foundation will hold a groundbreaking June 6 for its Wall of Liberty, on which will be inscribed the names of US personnel who served in World War II in Europe.

In the manner of the Ellis Island museum in New York, the foundation is requesting a \$40 donation for each name inscribed, and hopes to have 100,000 names when it is finished in May 1995.

Some 3 million Allied soldiers participated in the Normandy invasion, the largest amphibious assault in military history. That included some 150,000 who landed or parachuted onto the coast June 6.

A controversy had been brewing over German participation in the ceremonies, but some say the anniversary should be an occasion to bring people together.

Said D-Day veteran Friedman, "I feel no animosity. We were there battling against them, they were battling against us. But we've been allies for a long time." **E**

Robert Lever is an editor for Agence France Presse.

MAKING THE



LONGEST DAY

The most ambitious film ever made and a triumphant tribute to all who fought on Normandy's beaches. BY FRED HIFT

IT WAS A DARK AND ODDLY frigid August night in Sainte-Mère-Eglise, the little Normandy town that earned its fame when, in 1944, it became the first French bit of territory to be liberated by American paratroopers in the vanguard of Operation Overlord, the first and crucial Allied invasion of Hitler-dominated Europe.

But here we were in 1961, 17 years later, filming Darryl F. Zanuck's epic *The Longest Day*, which re-enacted the invasion in all its detail, based on Connie Ryan's well researched account of the sea, air, and ground action.

The main square of Sainte-Mère-Eglise was crowded with hundreds of onlookers who had come to watch the filming, to talk, and to remember.

The Longest Day recreated the memorable scene where the paratroopers came down in the pre-dawn darkness, many missing their targets and landing in trees, on roofs, and even in the choppy Channel. Private John Steele of the 101st Airborne, played in the movie by Red Buttons, had the misfortune to land on the church steeple where he hung for many hours while below him the battle raged.

Big search lights lit up the dark square. (Electricity had been switched off to avoid accidents should any of the paratroopers hit a high tension wire.) Suddenly, from afar, came the disquieting click-clack of hobnail boots rhythmically marching on paving stones.

The author (shown at left) worked as publicity director on Darryl F. Zanuck's 1961 epic *The Longest Day*, which starred Henry Fonda (right).

The crowd grew quiet and within minutes a formation of *Wehrmacht* soldiers (actually played by French extras) marched smartly into sight, led by a former German paratroop sergeant whom Zanuck had hired as a technical advisor.

The French crowd became audibly restless, no doubt remembering the German occupation, which had been particularly brutal in this area. Suddenly, someone started shouting insults. Soon the entire crowd was roaring. Tension grew. For movie purposes, a house on the square had been set on fire. In the flickering light one could almost sense a riot in the making. A couple of stones started to fly.

Then Zanuck, who had been busy directing the helicopters which were droning overhead, dropping parachutists, grabbed a bullhorn and started yelling: "Calm, please be calm. This is only a movie. These soldiers are Frenchmen playing Germans!"

Gradually, the voices quieted. Everyone settled down and filming continued. But it had been one of the most frightening moments of my life.

I had met Zanuck, during the 1950s, while a reporter on *Variety*, the trade magazine. During 1960 I had worked for Otto Preminger on his movie *Exodus* in Israel and on Cyprus. Then came the call from Zanuck, offering me the job of publicity director for the film *The Longest Day*, a year-long project to be shot mostly on actual invasion beaches in Normandy.

It certainly was the most ambitious war film ever, with a budget to match. *The Longest Day* had a mammoth cast of 41 star names and one unknown

girl—Irina Demich—who played Janine Boitarn, a French resistance worker who had saved many Allied airmen from the Germans after the invasion.

There was a romance involving her and a Frenchman who had escaped the occupation and joined the invasion from London. Eventually, they married and she became Janine Gilles, a warm-hearted, gentle, and most charming woman, whose husband had become the prefect of the district. Janine often showed up during the filming, providing details of her experiences with both the Allies and the Germans and sharing them with Irina, a movie novice.

The film was divided into American, British, French, and German sections and directed by a number of famous directors though Zanuck himself did a lot of directing, particularly the German and French parts. The huge project received intense international cooperation most of the time—though at one point the Pentagon withdrew a better part of the American soldiers who were to participate in the filming.

Nineteen ninety four represents the 50th anniversary year of the invasion, and visiting the calm beaches today—as they were in 1961—it is difficult to envision the fierce battle, the noise, and the many casualties that ensued that stormy June 6, 1944.

Zanuck, a colonel in the Signal Corps during the war, was no stranger to battle nor to its complicated logistics. He made a superb commander in chief for a \$10 million film (a huge amount for those days) that often shot on four different locations simultaneously. He was a stickler for accuracy—and for discipline—no easy task with a mammoth



cast that included names like John Wayne, Robert Mitchum, Richard Todd, Richard Beymer, Mel Ferrer, Henry Fonda, Paul Anka, Robert Wagner, Eddie Albert, Sean Connery, Roddy McDowall, Sal Mineo, Richard Burton, Peter Lawford, Kenneth More, Jean Louis Barrault, Madeleine Renaud, Rod Steiger, Curt Jurgens, and many others.

Burton was an afterthought. His character, a pilot who had bailed out, only had one line and was in fact made up by Zanuck. Burton at that time was shooting *Cleopatra* in Rome, and Zanuck prevailed on him to fly up to Paris for the day.

Dashing in his uniform, and carrying a white silk scarf, his dialogue consisted of "Seems it's all over. Who won?" He did the part as a favor for Zanuck, with the proviso he could keep the scarf—for Elizabeth Taylor.

We made our headquarters at Caen, in western Normandy, which was German headquarters for the region during the war. To journey from one location to another, Zanuck rented a helicopter, and I often flew with him. Normandy is very flat, and Zanuck would amuse himself by chasing rabbits with the copter.

This required flying at very low altitude, just a couple feet above ground, and it half scared me to death but greatly amused Zanuck who'd urge the nervous pilot to fly "just a couple of feet lower."

Certainly the most dramatic scene in *The Longest Day* is the American Ranger assault on Pointe-de-Hoc, a 300 foot cliff, which the Rangers scaled on the day. On top were thick-walled Ger-

man bunkers whose big guns the Americans were supposed to put out of action since they endangered the invasion fleet.

As it happened, many of the Americans died in the assault but when they did capture the bunkers they found that the guns had been removed for the most part.

Zanuck's crew erected a huge crane on top of the cliff. It balanced a platform for the camera which could reach the narrow strip of pebbly beach below where the Rangers had stormed ashore in 1944, facing withering German machine gun fire from above as they fired their grappling hooks, climbed up the ladders and tossed grenades. The place is still littered with craters.

Anka (who eventually picked out the theme music for *The Longest Day* on a bar piano in Caen), Fabian, Tommy Sands, and Wagner played young Rangers and among the extras were some men who had participated in the original attack.

Just as it had back in 1944, the earth shook with explosions and guns rattled incessantly as actors and soldier-extras made their painful ascent, some tumbling as dead or wounded to the beach below.

There was some German air action over the beaches and Zanuck imported a number of the original German Messerschmidt fighter planes that had been located in Belgium.

But he had to build the huge gliders which the British used in some of their assaults and which, in the film, are crash-landed to capture a vital bridge.

British, German, and American offi-

cers who had been a part of the invasion would often come to watch the filming and provide their detailed memories of the action. One of them was Lord Lovat who almost casually led his men across the bridge in the face of withering German fire.

Zanuck admired author Connie Ryan, who was the technical expert of the film, and who had written its first script, but he thought Ryan "interfered" too much and too often disagreed with him.

Toward the end of the filming, the part of General Eisenhower still had not been cast. Zanuck called a staff meeting and, in advance of it, asked all of us—with the exception of Ryan—to enthusiastically agree with whatever he would say.

"Gentlemen," he announced at the meeting, "I have finally found the right actor to play General Eisenhower. He will be portrayed in our film by Mickey Rooney." General applause all around, with the exception of Ryan who looked to be in a state of shock.

"Are you disagreeing with me again," Zanuck teased him. Then laughter swelled up, and Ryan realized that his leg was being pulled.

Actually, the Eisenhower role was assigned to a man called Henry Grace, a set designer at MGM Studios, who was the spitting image of the Supreme Commander and was often taken for Eisenhower.

The Longest Day, shot in black and white, realistically re-created the agony, the ecstasy, and the great show of courage of the invasion, achieving its impact partly in unforgettable mass scenes and partly by recreating the little, personal incidents that made up the vast mosaic of intimate experiences during the giant attack.

To me, it was an unforgettable time. Once, I stood on Sword Beach, where the British came ashore, waiting for British marines to charge from a landing craft. Next to me stood a tall, good looking actor who winced in pain every time he walked.

"I turned my ankle," he complained in a heavy Scottish brogue, "but I've got to be in this scene. It's so important for me."

"What's your name?" I asked.

"Sean Connery," he replied and limped off. ☹

Fred Hift frequently reviews films for EUROPE.

Workers' Compensation.



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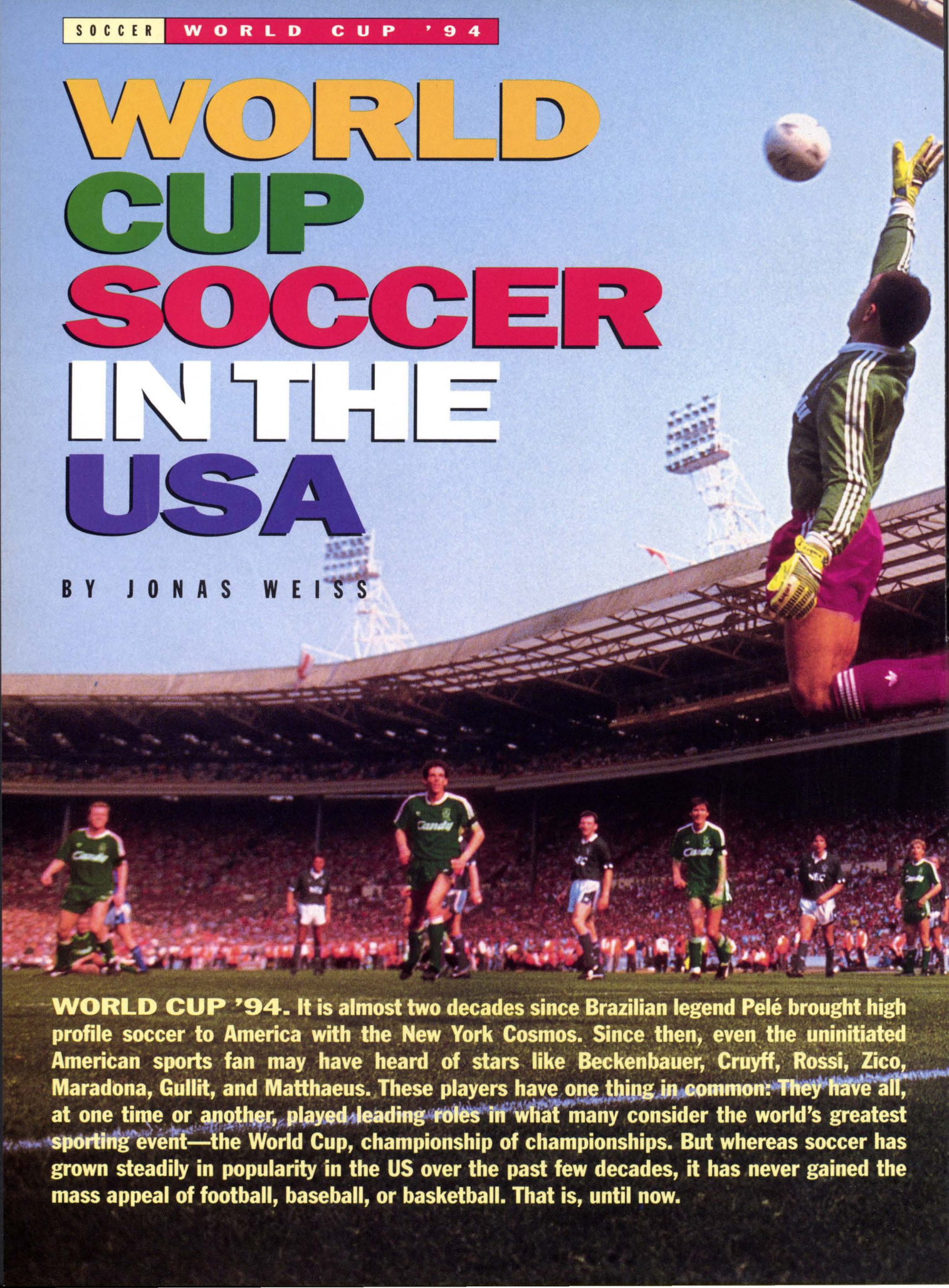


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WORLD CUP SOCCER IN THE USA

BY JONAS WEISS



WORLD CUP '94. It is almost two decades since Brazilian legend Pelé brought high profile soccer to America with the New York Cosmos. Since then, even the uninitiated American sports fan may have heard of stars like Beckenbauer, Cruyff, Rossi, Zico, Maradona, Gullit, and Matthaeus. These players have one thing in common: They have all, at one time or another, played leading roles in what many consider the world's greatest sporting event—the World Cup, championship of championships. But whereas soccer has grown steadily in popularity in the US over the past few decades, it has never gained the mass appeal of football, baseball, or basketball. That is, until now.



On June 17, soccermania comes to North America as the United States hosts the 1994 World Cup, starting with defending champion Germany against Bolivia at Chicago's Soldier Field. For one month, American football arenas around the country will trade their oval shaped balls for round ones, end zones for goal boxes and quarterbacks for sweepers in a soccer extravaganza. For the first time, soccer will dominate the American sports spotlight.

Whether the effect will be a lasting one remains to be seen. But during this month, soccer will almost certainly introduce itself to millions of American television viewers who have never watched the sport before. Here are some basic pointers for the novice soccer viewer:

As a European living in the United States, I spent countless hours in front of the television trying to grasp the ins and outs of American football. It is hard work and requires long and careful study. (Plus quite a few six packs of beer and bags of popcorn.)

The true rite of passage into American culture, in my opinion, is when one learns to follow John Madden's electronic chalk talks on Sunday afternoons. For the American viewer who is used to football's constant complex play calling and baseball's mysterious signals from the dugout, soccer is relatively simple by comparison. Twenty-two players who spend two 45 minute halves tirelessly chasing a round, pumpkin-sized ball around a large grass field, with the sole purpose of putting the pumpkin between the opponent's goal posts does not sound like a terribly advanced concept. Indeed, the beauty of soccer lies in its simplicity—a truly great soccer player does not have to make things complicated (with the exception of the occasional leaping bicycle kick, of course). A good recent example of this is the German team that won the last World Cup championship in 1990—their play was systematic, effective, and anything but boring.

But in all its simplicity, soccer still leaves much room for showmanship. In the past, most of this has been supplied by the Latin American and southern European teams, where a culture of machismo and emotion has pro-

duced some brilliant individualists who love to give the audience a little extra entertainment. For pure playfulness and artistry, no country can match Brazil. Pelé, Zico, and Socrates are but a few legends of this type of game.

Since Brazil last won the Cup in 1970, it has had a tendency to overdo its creativity, sacrificing solid defense in the process. Consequently, it has not made it past the quarterfinal since then, losing to more disciplined teams such as Germany, Italy, and Argentina. But the Brazilian team and its fans, who turn every game into a virtual carnival with a pulsating samba beat in the stands, are a must-see for anyone who plans to watch the World Cup this summer. Brazil opens against Russia on June 20 at Stanford. And if one is to believe the bookmakers, this could be Brazil's return to the fore.

One great pastime at the World Cup is to look for tournament darlings, usually among teams outside of the ruling South American-European dynasties. In 1990, in Italy, Cameroon quickly became crowd pleasers, tying then defending champion Argentina in the first game and going on to the quarter finals. Every championship has its own dramatic Cinderella stories. Previous such dramas include Algeria beating Germany in the 1982 opening round, and tiny Honduras holding on for a dramatic tie with Spain in the same tournament. Indeed, the United States came close to such a Cinderella moment in a memorable game against host Italy in 1990. Which team will capture the hearts of the audience this time? Cameroon is back to defend its "Cinderella title," but will face stiff competition from African neighbor Nigeria, a rising soccer power. Other exotic newcomers (from the "mainstream" perspective) include Saudi Arabia and Bolivia, which stunned South America with victories over both Brazil and Argentina in the qualifying round. Another contender for the charm award will be Norway, Europe's great surprise team in the qualifying round and a country coming fresh off a public relations triumph with the Lillehammer Winter Olympics.

One element of World Cup soccer that may be notably absent from this tournament is the "hooliganism" which



US Rolls Out the Red Carpet

It's one month and counting until the planet's most widely watched sporting event—the 1994 World Cup. The quadrennial tournament will be held for the first time in the United States where millions of “football” neophytes are getting a taste of what makes fanatics everywhere else in the world follow the sport with such die-hard enthusiasm.

From the opening match in Chicago on June 17 to the final game in Los Angeles on July 17, the numbers are staggering. More than 31 billion people worldwide will watch the World Cup on television—2 billion for the final match alone. A record 143 nations entered the 1994 World Cup, with nearly 500 qualification matches taking place to narrow down the qualifiers to a prestigious group of 24 nations. Seven thousand press credentials have been issued to national and international media, and 3.6 million tickets will be sold to 52 matches in nine cities across the country. Between 190 and 195 countries will broadcast all or part of the World Cup's 16,500 hours of matches.

No wonder this is the world's foremost sporting event. And no wonder the United States has been working around the clock to pull it off ever since 1988 when it was selected as host country.

Twenty-seven US cities bid on becoming venues for the matches themselves—the highest number in World Cup history. Nine cities won the bid: Boston, Chicago, Dallas, Detroit, Los Angeles, New York, Orlando, San Francisco, and Washington, DC.

Detroit won only after FIFA, the sport's international governing body, ruled that matches could be played in an indoor stadium if it could provide a natural grass playing surface. A \$100,000 feasibility study showed it could be done. Actual grass has grown on a turf farm in California, transported to the Detroit/Pontiac Silverdome, and successfully tested under the rigorous conditions of the 1993 US Cup.

The nine cities where matches will be held can expect to see significant boosts to their economies. A study by the University of Southern California estimated that the economic impact could conservatively exceed \$4 billion nationally as thousands of fans travel to the matches from overseas and around the US. Ireland, for example, requested 40,000 visas from the State Department, although they will probably not be given that many. The Netherlands set up a ticket-request line

and closed it down after 55,000 people had called.

Each host city in the US has its own host committee in charge of all the non-match events (the matches themselves are handled by the organizing committee). In a country where “soccer” is not exactly a household word and where “football” means the NFL, host committees are doing everything they can to pique the interest of their own citizens and spread the welcome mat for visitors.

Orlando, where five first round matches are scheduled at the Citrus Bowl, is a good example. The local economy stands to gain \$80 to \$104 million during the month long event from more than 330,000 spectators (a third of them from overseas). In March, a delegation led by Mayor Glenda Hood went on a seven day trade mission to Ireland, Belgium, the Netherlands, and Morocco, which will all be playing in Orlando during the first two rounds. In part, the delegation aimed to counteract Florida's image, which was damaged last year by international news coverage of violent crime in the state.

Plans are in the works to transform the dome of Orlando's City Hall into a soccer ball by covering it with a \$40,000 cloth paid for by Adidas America. The city will also paint seven major traffic intersections to look like soccer balls.

Orlando malls are working with the World Cup's official tour bus carrier to arrange shopping trips for visitors, and Church Street Station, a downtown entertainment complex near the Citrus Bowl, will sell passes good for the length of the World Cup.

The city estimates per day spending of guests should average \$157 for US visitors and \$187 for international visitors (less for those staying with family or friends instead of in hotels). Of the teams playing in Orlando, Mexico will probably draw the highest number of visitors because of its proximity. The Netherlands (which sent about 42,000 visitors to Orlando in 1992) and Belgium (21,000 visitors in 1992) follow.

The World Cup is not just a matter of money, of course. Soccer enthusiasts in the US (about 16 million participants and millions more coaches and spectators) are delighted at the chance to show the rest of the country what all the brouhaha is about. By the final match on July 17, the entire country should know.

—Elisabeth Farrell

plagued the Italia '90 World Cup. Originating among the fan clubs of British soccer teams, hooligans are a group of fans who organize riots, sometimes involving clubs, chains, or worse, against fans of the opposing team in a test of strength that has nothing to do with sports. In 1990, the UK and the Netherlands, whose fans were bitter rivals in off the field clashes, were both relegated to the remote island of Sardinia, where they battled it out.

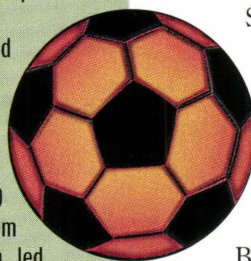
The 1992 European Cup in Sweden was no pretty affair either, where British, Dutch, and German fans (along with some representatives from the host nation) caused quite a bit of damage in several Swedish cities. The

British fans are often accused, fairly or not, of being the instigators. This time, however, the British did not qualify, and it remains to be seen whether violence in the stands and around the stadiums will be a problem in '94.

But this is but one sour note among many happy ones. Any World Cup is a feast of individual bravado, effective teamwork, and intense emotion. The television viewer, beginner and soccer veteran alike, can look forward to acrobatic bicycle kicks (no need describing it—you'll know it when you see it!) free kicks that defy the laws of physics, (Brazilian soccer wizard Socrates once managed a free kick that actually took the shape of an S-curve!) and, with a little bit of luck, one or two games with a dramatic penalty kick climax. Ask any dedicated World Cup television fan about the France-Germany 1982 semi-final conclusion and they'll get stars in their eyes.

A note of caution: Soccer is a continuous game—the clock only stops at half-time. Thus, for the viewer who is used to commercial breaks to get snacks—stock up well before the game, or you could miss the highlight of the championship! ☹

Jonas Weiss is EUROPE's Stockholm correspondent and a reporter for the Swedish Broadcasting Corporation.



World Cup Trophy. The size of the World Cup trophy is inversely proportional to its symbolic value. Originally it was called Coupe Jules Rimet, named after the former French President of the international

The World Cup champion takes home the Rimet Trophy.



The Most Popular Sport on the Planet

Worldwide:

150 million are registered FIFA soccer players

20 million organized matches played each year

1.3 million referees officiate matches on behalf of FIFA

600,000 clubs are recognized by FIFA composed of 4.1 million teams

In the US:

15.9 million participants (63% male, 37% female)

Second most popular American youth sport after basketball

1 out of 6 Americans involved as player or family member

University varsity soccer teams outnumber varsity football teams

BY PER HOYER HANSEN

soccer association, FIFA. When German troops invaded France in 1940, the Parisian lawyer hid the trophy under his bed. Not until five years after World War II could it be presented again, after the fourth World Cup final that resulted in celebrations in Uruguay and a national mourning in Brazil. At the world's largest stadium, Maracana in Rio de Janeiro, the home team lost 1-2 to the Uruguay team in front of 203,850 spectators, the largest number of spectators ever to attend a soccer match.

That the Rimet Trophy is a much coveted one was proved at the World Cup in England in 1966, when it was stolen from an exposition in London and found by a dog in a backyard. When Brazil captured it in Mexico in 1970 for the third and last time, the trophy was stolen from the Brazilian Football Association office. Since then, the trophy has been called the FIFA World Cup. It is made of 18 karat gold and measures 14 inches in height and weighs about 13 pounds.

Key Players to Watch. As soccer players worldwide leave their club teams behind to prepare with their national teams for this summer's world soccer championships they all know that World Cups produce big stars. The same will be the case this summer in the US. It can, however, sometimes be difficult to predict who will rise into the spotlight, since injuries and upsets can eliminate prominent players early in the tournament. It is therefore far from certain that world class players such as the Netherlands' Ruud Gullit, with his dreadlocks, or the Mexican goal scorer Hugo Sanchez will shine as before. Old stars will fade, and new ones will boost their higher international market value.

Even if soccer has become a more defensive game, it is still the offensive players who get the most attention. Among the Europeans, you should keep a close eye on Dutch goal scorer Dennis Bergkamp from Inter in Milano, and the temperamental frontrunner Hristo Sto-

ichkov from Barcelona. But a man like the dark Swede Martin Dahlin, from the German Club Borussia Mönchengladbach, could also very

knowns who are just one winning goal or game-saving play away from immortality. Will the 42 year old Roger Milla, who captured the world's attention as the captain of the Cameroon team, performing a



Diego Maradona hopes his Argentinean team can repeat its success in the 1986 World Cup.

well strike in the US. Among the South Americans, the Colombian player Faustino Asprilla has done very well with Parma in Italy, and the very talented Argentinian midfielder Fernando Redondo, from Spanish Tenerife, might very well boost his name at the World Cup. The same goes for the entertaining Mexican goal-keeper Jorge Campos, a former offensive player who often plays outside the penalty box of his own goal.

And then there are the un-

brief tribal dance after having scored, be this year's dark horse hero? What about the Nigerian forward Rachid Yekini or the aggressive Bolivian Marco Etcheverry, nicknamed "El Diablo"? Or why not make a star out of the US's own talented and entertaining dribbler Cobi Jones?

Per Hoyer Hansen is the international editor of the Danish soccer weekly TIPS-Bladet and has written several books on the World Cup.

Ticket Facts and Figures

Number of tickets available.....	3.6 million
Average ticket price.....	\$58
Number of tickets to be distributed in the US	2.3 million/65%
Number of tickets to be distributed internationally	1.3 million/35%
Number of tickets available for general public sale within the US.....	2 million/55%

CAPITALS

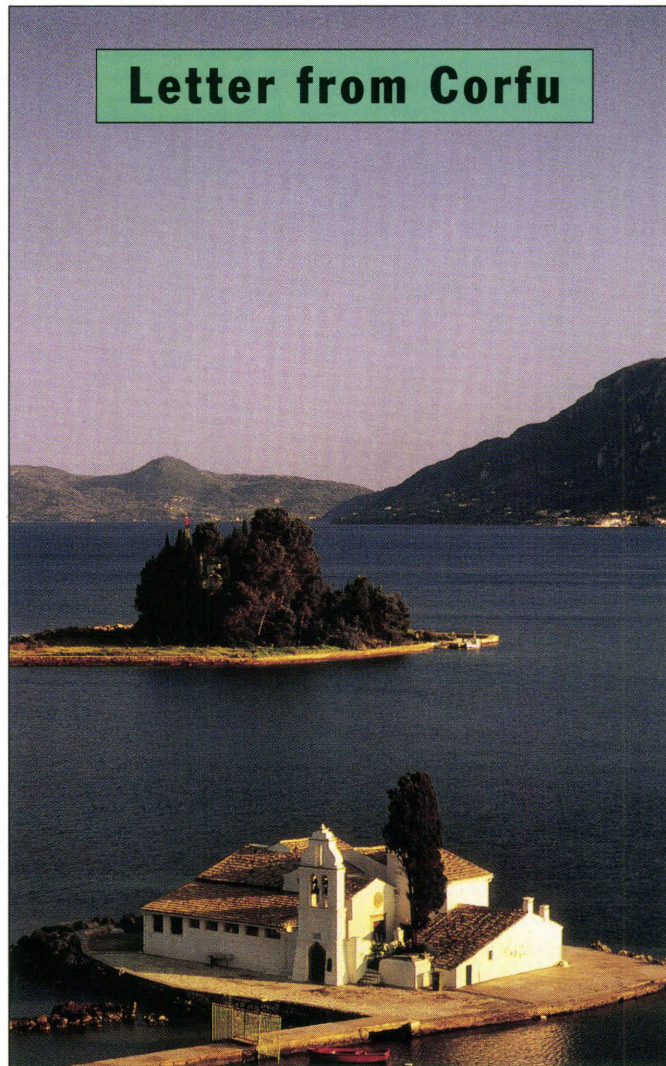
AN OVERVIEW
OF CURRENT
AFFAIRS IN
EUROPE'S
CAPITALS

Of all the Greek islands, Corfu has one of the best claims to hosting a European Union summit. While still indisputably Greek, it has absorbed a diverse mix of Western influences over the centuries, most obviously Venetian and British. Yet, as the large numbers of immigrants from Albania working as waiters and gardeners testify, it is very much part of the Balkans.

Corfu is the first Greek resort to be developed for mass tourism from northern Europe, which transformed the local economy long before the Common Agricultural Policy began to make Greek farmers prosperous. The island attracts around 750,000 tourists yearly, and is trying to overcome a reputation for catering to too many beer-drinking Britons, now mostly confined to the bars and discos around Kavos in the south of the island.

Still, tourism has taken a heavy toll along much of Corfu's coastline. Unrestrained development along the narrow roads hugging the eastern coast has resulted in overcrowded, sometimes polluted beaches. Even the "White House," described in naturalist Gerald Durrell's books about his childhood on Corfu as fairly remote, looking across to the coast of Albania, is now a beachside taverna.

However, there are still small secluded coves to be found around Paleokastritsa on the west coast, beneath a Byzantine monastery with a



The EU summit set for June 24-25 will be held on the Greek island of Corfu.

spectacular view from its clifftop site. And much of Corfu's interior is still unspoiled, its rolling hills covered in silver olive trees interspersed with dark cypresses.

The narrow alleys of Corfu's old town, with their flights of worn marble steps and lines of washing strung between peeling ochre houses, bring back the is-

land's Venetian past. Like the other Ionian islands, Corfu was never part of the Ottoman empire. Six centuries as part of the Venetian empire gave way, after a brief period of French domination, to 50 years of British rule.

In the heart of the old quarter stands the church of St. Spyridon, Corfu's patron saint. His mummified re-

mains, kept in a silver casket, are paraded around the town by the island's priests several times a year in one of the oddest medieval rites to survive in Greece.

The most obvious remnant of British rule is the cricket ground on the Spianada—once the Esplanade—in the town center. Corfu boasts an annual cricket festival, and its most talented players attend cricket school in the UK. They hope that during the EU summit weekend June 24-25, British Prime Minister John Major, a cricket enthusiast, can be persuaded to take part in a game.

The other survivors are harder to find: ginger beer, once the island's most popular drink, along with "kumquat," a strong liqueur distilled from locally grown fruit, and "poudinga," an old-fashioned British dessert.

Until recently, a pro-royalist tradition was preserved on Corfu, a summer resort for, among others, Kaiser Wilhelm II who still found time to take vacations on the island during World War I. The palace he owned, the Achilleion, later used as a casino, was chosen—after some debate because of its international reputation as a monument to architectural bad taste—as the venue for the EU summit banquet.

The Corfiots have now turned republican. They are fighting a legal battle over the ownership of "Mon Repos," the summer palace of Greece's royal family, which former King Constantine wanted to take back. The

AMSTERDAM

WATER HOLIDAYS

The best way to see the Netherlands is from the other side. The country that is known for its canals should not be seen from the land, but from the waterside. Sailing across the lakes, motor-ing through canals, and in wintertime, skating over frozen waterways, is the prettiest way to see the Netherlands.

There are plenty of oppor-tunities, even for short-term visitors. The canal tours in Amsterdam and other cities are old hat for some travelers,



Abounding with canals and waterways, the Netherlands is best explored by boat.

but the Dutch waters can provide many more adventure-some outings.

For example, in the west-ern provinces of the Nether-lands and in the northern province of Friesland, numer-ous lakes of considerable size exist. These lakes connect to one another through a series of canals and ditches, and one can make wonderful trips from place to place by boat. Yacht clubs usually offer ample possibilities to rent a sailing boat or a small motor-craft for a day or a longer pe-riod. Groups can rent large

boats with a crew and sleep-ing quarters.

Although developed and urban areas are usually never far away, sailing from one place to another in the Netherlands gives a relaxing sense of being away from daily life. Small towns look different when they are ap-proached from the waterside and traffic is stopped when bridges are opened in order to let boats pass by.

More experienced sailors can try the large sea arms of Zeeland in the southwest, cut off from the North Sea thanks to the dikes that were built in order to protect the popula-tion against floods. To the northeast of Amsterdam,

though, is reserved for skaters in winter time. The only requirement is to know how to move on thin steel blades across ice. For Dutch children, it is just as impor-tant to learn to skate as to learn to ride a bicycle.

It does not happen every year, but when it gets cold enough, the lakes, canals, and ditches turn into an enor-mous frozen network con-necting places you would never consider to visit other-wise. When that occurs, it is the Dutch national pastime to put on their skates—nowa-days the traditional wooden skates have been replaced by tight fitting shoes with long metal blades—and make trips across the ice. Schoolchil-dren get a day off, and some people take a day off from work. On the ice, hot choco-late and traditional green pea soup are sold.

So called "ice clubs," vol-untary associations of local communities, organize tours of various distances (10, 20, 50 miles, and even further) from one village to another. With only the sound of the scraping of the skates on the ice, thousands of people, young and old, move through the landscape. The highlight of these tours is the so-called *Elfstedentocht* (tour along 11 towns) of about 125 miles in the province of Friesland. The last time this event took place was in 1986, both as a race and as an endurance tour. Since then, it has simply not been cold enough for a sufficiently long period to make the Dutch go collec-tively crazy for their most popular sport.

—Roel Janssen

LUXEMBOURG

HISTORICAL BIKING

A series of well-maintained bike trails throughout Luxembourg offer visitors a measured pace of exercise

Corfu municipality wants to restore the crumbling palace, closed since the abolition of the Greek monarchy 20 years ago, and make its gardens into a public park.

Meanwhile, the Greek government is spending about \$56.7 million on restor-ing buildings in Corfu and carrying out other public works for the summit, consid-erably more than the original \$40.5 million or so budget. The meetings of the EU heads of state and govern-ment will be held at the Palace of St. Michael and St. George, built as the resi-dence of the British High Commissioner who governed the Ionian islands.

Though the renovations are viewed with mixed feel-ings by local residents, who claim to be fond of the town's decaying bougainvillea-clad facades, the summit is ex-pected to give upscale tourism in Corfu a much-needed boost.

Restaurants

Corfu is better off for restaurants than many Greek islands, though there is little local wine of good quality. However, some good Greek wines from other areas are available: taste the Hat-simichaili, Strofilia, and Ktima Mercouri labels.

Taverna Tripas. Corfu's most famous restaurant, 13 kilometers south of the town. Bookings needed. The *mezedakia*, an array of Greek appetizers, is renowned and the *retsina*, white wine with a resinous flavor, is better than most. Tel. 56333.

O Yiannis. An old-fashioned taverna frequented mostly by Corfiots rather than tourists, where you can go into the kitchen to choose your meal. *Stifado*, a rich veal stew, is recommended. Tel. 31066.

—Kerin Hope

and unique views of the country's natural parks and rural towns. Along with the bike tours, the Grand Duchy offers countless outdoor recreational activities, from windsurfing to golf to horseback riding.

Consider the six mile ride along the Alzette River, which starts from Luxembourg City's oldest part, the *Grund* of the country's capital. The route passes 18th century mills and the 17th century church, St. Jean sur la Pierre, as it traces the Alzette River. At Hesperange, medieval fortress ruins continue their sentinel above the town.

Those seeking more extensive views of the countryside could take the route from Junglinster, north of the city of Luxembourg. Transmitter towers for Radio Luxembourg dominate the skyline. The route passes through Beidweiler to the Mullterthal region, the Lux-German natural park, which is renowned for its maze of passages through prehistoric rock formations amid thick forests. The path continues to Echternach Lake, a major camping site with a variety of water sports.

Echternach is known for its religious procession held yearly on Whit Tuesday, which follows Pentecostal Sunday. The city's landmark, and perhaps the country's most important religious building, the Basilica of Saint Willibrord, commemorates an Irish clergyman's efforts to evangelize the region. Frescoes there date from 1100 AD.

From Echternach, head north along the Sure River, which forms Luxembourg's border with Germany, to Rosport. The village has two distinctions: the first gaseous mineral water from the Grand Duchy and Henry Tudor, who invented a car battery

(the Tudor accumulator). Continue along the 10 mile trail passing Girsterklous (a 12th century chapel and abbey) and the towns of Born and Moersdorf. Orchards and forests line the route. At the trail's end, cross to Germany and visit Trier, once a capital of the Roman empire.

You could also leave Echternach by following the Sure River south. Along the 11 mile trail, you will pass Weilerbach, Bollendorff-Pont, Grundhof, and Dillingen before ending at Reisdorf, where the Ernzt Blanche and Sure rivers meet. You could divert to Berdorf, a major tourist center and hike up the area's rocky summits for views of the surrounding river valleys.

Stay the night in Reisdorf and leave early the next morning for a more ambitious trail through Hoesdorf, where a plaque commemorates the Battle of the Bulge during World War II. The eight mile trail ends at Vianden, where the French writer Victor Hugo lived during his political exile. His house, a 13th century castle and a folklore museum are all worth visiting. Concerts, folk dances, ballets, and exhibi-

tions enrich summers here.

At all stops, take advantage of Luxembourg's country cooking. The specialties include: *judd mat garde-bohn'en* (salted pork with fava beans), *jambon d'Ardenne* (ham served cold with pickled onions), *mrelan* (battered whiting fish), *kuddelfleck* (breaded tripe), and *treipen* (blood sausages served with red cabbage and onion sauce). Try the country's champagne as an aperitif or after dinner drink.

Bikes can be rented in Luxembourg City at Luxembourg DELTA (8 Bisserwee) from March 30 through October 31. Rentals are also possible at local tourist offices in Reisdorf, Diekirch, and Echternach.

For more information, contact the National Tourist Office at (212) 935-8888. Their address: 17 Beekman Place, New York, NY 10022. Or write to the National Tourist Office, Air Terminal, Place de la Gare, Luxembourg, P.O. Box 1001, L-1010 Luxembourg. Another source: Fédération du Sport Cycliste Luxembourgeoise, P.O. Box 32, L-3205 Leudelange.

—James D. Spellman

ROME

ANTIQUE HUNTING HOLIDAYS

Would you like to buy the antique contents of a hope chest that once belonged to a princess from Palermo? Or perhaps an 18th century sideboard from an old, noble Sicilian family? Go to Palermo where every morning until one in the afternoon in front of the beautiful 13th century cathedral (the exact address is Piazzetta Peranni) a characteristic flea market is held. It began in the 1960s and rapidly became the place where impoverished Palermo noblemen sold the family furniture and jewelry. One can find excellent local crafts as well: papier maché angels, the traditional Madonnas painted on glass, and of course, the classical Sicilian puppets.

But Palermo is only one of the many possibilities open to bric-à-brac lovers who search in hope of the lucky find. With the onset of spring, one of the more unusual but also more pleasurable tours of Italy is the "flea market circuit." In Sicily, there is the

antiques trade fair in Catania (via Etnea, Mascalucia). It has only been held for four years, but it has rapidly made a name for itself among people in the know. Open from six in the morning until midnight, it specializes in old wooden chests, which peasants used to keep under their beds, and in ceramic and glass utensils once used in the kitchen.

Continuing north on the circuit, the next obligatory stop is Naples, which offers three markets. The first is located six or seven miles outside the city. Every Sunday, in the small locality of Casoria, one can



Luxembourg City can be explored by bike or on foot.

find authentic 19th century furniture. One suggestion, though, you must either be an expert, or at least bring one with you. The antiques market located in Naples is more animated, but less risky. It is held the last two weekends of every month at the Villa Comunale. Sacred images typical of Neapolitan crafts abound. If you like this type of object, then a visit to via S. Gregoria Armeno is a must. This narrow, uphill street (very picturesque) is lined with small stores open every day and specializing in one object: Nativity scene figurines. Prices range from just a few lira to outrageous sums for very rare pieces from the 1700s.

In Rome, the Porto Portese, the "king" of Italian flea markets, is located in the Trastevere section of town. It is always worth a visit to the antique stalls, which are only open on Sunday mornings. It is still possible to find real bargains. But don't miss the market at Campagnano, just outside Rome. It is only open on the last Sunday of the month. Besides visiting the beautiful medieval town, it is your chance to buy an old, rustic piece of pine furniture. It's up to you to figure out how to get it home, but the prices are unbeatable.

Ever since the fall of the Berlin Wall, Italy has become a sort of first frontier with Eastern Europe. The bric-a-brac market is a confirmation of this fact. If you want to buy pins made in the East, matrioskas, and fountain pens "made in the USSR," then your most important appointment is on the second Sunday of the month in piazza Santo Stefano in Bologna. Further north, ceramics lovers should make the quick hop to Lugo di Romagna, a small town halfway between Bologna and the Adriatic Sea. The market of Portico del Pavaglione sells plates, vases, and pitchers from nearby

Faenza every second Sunday of the month.

Milano offers two markets. For those in search of old jewelry, the market of the Naviglio Grande, held on the last Sunday of the month, is a must. In order to view at least a small selection of the products offered by over one thousand exhibitors, you have to get up at dawn. Just outside Milano one can find a true collectors' paradiso. On the last Saturday of the month, in the town of Rho, locality Casina Mazzino, old pins and jewelry are sold at reasonable prices. Italian and English furniture from the late 1800s, beautiful and well restored, can also be found. Happy hunting!

—Niccolo d'Aquinò

LONDON

CHILLY CHALETS

The British like to claim that they invented downhill skiing as a leisure activity. Though this claim may be open to challenge, little doubt exists that they are the creators of that uniquely British alpine institution—the catered ski chalet.

The essence of the catered ski chalet is that it should be more like a home than a hotel. The number of guests must be limited so that they can easily get to know each other. The food should be prepared to a high standard but be more familiar to the British palate than the local food. And, naturally, everybody speaks English.

For more than 25 years people from the United Kingdom have been staying in chalets while on European skiing vacations. To start with, they were privately organized groups of friends, staying in chalets owned by one of the group, where the food was prepared by well-bred young ladies just out of finishing school. Everybody had an awful good time and didn't

have to mix much with the locals. It was all frightfully upper class and jolly good fun.

It also happened to be a type of vacation ideally suited to the British temperament. Gradually enterprising individuals and tour operators realized that there were a lot of people who would like to stay in a chalet but did not happen to know someone who owned a chalet. So, they leased chalets from local owners, hired well-bred young ladies to staff them, spent a suitable amount on publicity and, voilà, the chalet holiday hit the mass market in the UK in the 1980s.

Today, hundreds of thousands of skiers from the UK head for the French, Italian, and Austrian alpine ski resorts comfortable in the knowledge that when they get there they will be staying in a house-hotel run by the British for the British.

Hotels can be impersonal places where guests and staff are isolated from each other. Chalets are usually run by two or three young people who look after all your needs, prepare the food, clean the chalet, eat with you at dinner, tell you the best places to go—on and off the slopes. Some chalet staff might even ski with you in the daytime and disco with you at night.

Essentially the ski chalet throws the guest into an environment which forces conviviality because it is like a home, with everyone eating around the same table and sharing bathrooms. For many Britons, staying in someone's "house" and meeting other people on your vacation is considered a bit of an adventure.

In this they are fundamentally different to both their European neighbors and most Americans. A few years ago, a couple of British companies looked into the possibility of bringing Americans over to European ski chalets. It was not a success as Amer-

icans have a much higher expectation in their accommodations and were not satisfied with the more basic, home-like chalets.

Catered chalet vacations have been introduced to US ski resorts in the last two years, operated by British tour companies. However, they are not aimed at the American skiers, but primarily for the growing number of British people who want to ski US, but live UK.

—David Lennon

MADRID

AIRLINE COMPETITION AT LAST

For the first time ever, an air fare war has broken out in the skies over Spain, with passengers on the heavily traveled Madrid-Barcelona route, along with several others, enjoying lower prices and better service as airlines skirmish over market share.

The hostilities began last October when the Scandinavian airline SAS, taking advantage of the new European Union dictated liberalization of the sector, began accepting domestic passengers on its Madrid-Barcelona-Copenhagen flight.

The flights were a direct challenge to the state-owned Spanish flag carrier Iberia, which had long enjoyed a monopoly not only on the lucrative Madrid-Barcelona shuttle (used daily by thousands of business passengers as well as tourists) but on all flights within Spain.

At the end of January, the privately-owned Air Europa entered the fray, offering reserved-seat, round-trip fares between the two cities for \$140, or \$70 less than Iberia, forcing the state carrier to cut its fares.

Air Europa started its service on the same day that a panel of air transport experts,

appointed by the European Union to prescribe cures for Europe's ailing airlines, released a report in Brussels that recommended, among other measures, more competition in the airline industry.

In March another private airline, Spanair, began its own Madrid-Barcelona shuttle, driving prices even lower and now some travel agencies are offering packages that include a round-trip weekend flight between the two cities and one night in a three-star hotel for just a little over \$100.

Air Europa says it needs an average occupancy rate on the route of 67 percent to be profitable, but during its first month of operations, the airline managed to fill just 60 percent of the seats, and its market share will almost certainly suffer with Spanair's entry into the game.

Meanwhile, both Air Europa and Spanair, which had both operated for years as charter airlines carrying Spanish package tourists between the mainland and the Canary and Balearic Islands, are now beginning regularly-scheduled flights on those routes in another direct challenge to Iberia.

If these prove profitable, transport sector analysts say it won't be long before the state carrier faces competition on still other routes, offering further relief to the long suffering passengers who until now either flew Iberia or didn't fly at all.

—Benjamin Jones

COPENHAGEN

BICYCLE HEAVEN

You may think you have tried every tourist diversion in Denmark, including Tivoli, the Castle Tour, the house of Hans Christian Andersen, and Legoland. But perhaps you have missed the feel of the country, especially

the countryside, that you can only absorb from the commanding height of that favorite Danish mode of transportation, the bicycle.

Bike tours are now offered on a package basis, including rental of bikes, maps with suggested routes, and prepaid accommodation, ranging from castles to youth hostels. Many clients are Swiss, since Denmark is the perfect place to go when you are fed up with mountains. And being flat gives you a comparative advantage in biking. German and Dutch tourists are also showing growing interest, and this year for the first time the US is also targeted by the tour operators. The selling points are individualism, fitness, and a sample of Danish nature at its best in the summer.

Though you may rent mountain bikes, bigger, sturdier Danish bicycles, usually called police bikes because they are black and used to be standard issue to Danish law enforcers, are advisable. They have three gears and a luggage rack over the back wheel, which is often fitted with special bicycle bags as a regular suitcase is much too cumbersome to carry. Speed may average 10 miles an hour and 50 miles a day would typically be the maximum distance covered, as parts of Denmark are hilly. Europeans very often bring their children, who from the age of about nine keep pace with their parents. Smaller children sit on their parents' bikes in specially mounted chairs.

Though shorter tours are organized in the vicinity of Copenhagen, corresponding to the half day bus tour to the castles of Elsinore (of Hamlet fame), the royal family's summer residence Fredensborg, and Frederiksborg, now a national art museum, a week is normally the minimum. Two weeks are preferred by most Europeans and that will give

you a better knowledge of Denmark than perhaps you really want. Or an appetite for more, which is obviously what most Danes would want.

Denmark is not cheap, but hotel prices are competitive, especially at business hotels from the end of June to the middle of August, the Danish

try. The most northerly 30 miles of the coast consist of an almost unbroken stretch of sandy beaches, while the southern section is marked by cliffs up to 500 feet high, towering over small bays with sand and pebble beaches.

But plans to develop what is still a largely untouched



Many riders consider the flat terrain around Denmark bicycle heaven.

holiday season. Cost cutters can rent a tent and will find plenty of camping sites with all the modern conveniences.

—Leif Beck Fallesen

LISBON

THE ATLANTIC BEACHES

Environmentally-intact coastlines have become scarce in Europe. One of the last remaining such paradises is the 120 mile-long Atlantic coast stretching southward from Lisbon. It belongs to the Alentejo region, which lies between the Tagus River and Portugal's popular summer holiday destination, the Algarve.

The Alentejo is a vast, sparsely populated area of cork and olive trees that covers about one third of the country. Here, time appears to have stood still and the pace of life is even slower than in the rest of the coun-

ty. The most northerly 30 miles of the coast consist of an almost unbroken stretch of sandy beaches, while the southern section is marked by cliffs up to 500 feet high, towering over small bays with sand and pebble beaches. But plans to develop what is still a largely untouched coastline are meeting resistance from local environment protection groups who fear for the future of what they say is a unique combination of interlinked ecosystems. These ecosystems include lagoons populated with an exceptional variety of birds, still virtually intact vegetation on the dunes, moors, as well as flora and fauna on the cliffs and in the bays where many little rivers and brooks flow into the Atlantic. Most of Portugal's reptiles and amphibians can be found here, and it is the home of the country's only colony of otters. Scientists have so far discovered 110 varieties of fish and more than 200 types of birds in the region.

The relative inaccessibility of the Alentejo coast could in fact turn out to be its blessing. The only vacationers to the area so far are Portuguese and foreign visitors who enjoy a bit of adventure. The closest airports are in Lisbon and in

Faro in the Algarve. But with no rail links and main road system bypassing the coast, quite an effort is required to reach the charming towns and villages that are often hidden away in the bays. There is no package tourism and, even for all of the development dreams of the local business community, very little infrastructure in terms of hotels and other services. The only town that has enjoyed, or suffered, any strategic tourism development is Vilanova de Milfontes, which lies within a few hours' tiring drive from Lisbon and has grown rapidly over the last few years. However, the villages further south, like Zambujeira and Odeceixe, are still largely untouched.

A government plan on developing the Alentejo coast while preserving its environmental value is expected to be published soon. The main objective is not to repeat the errors, some of them horrendous, committed when the Algarve was developed for mass tourism without any planning whatsoever. It's a fine line to tread, since this region without industry or major service industries is desperate for alternatives to its declining farming business.

—Peter Miles

BERLIN

NO VACATION, NO WAY

Vacation for most Germans has the same priority as eating, drinking, and sleeping. Vacation is the other side of work. For many, it is even more important. Despite the deep recession and rising unemployment, the tourist industry is booming. "The reason for this continued boom is a reaction of defiance," says Professor Horst Opaschowski in his fourth all-German tourism analysis. "Germans want to get out of their recession crisis and go, no matter where." Germans spent more

money in 1993 on foreign travel than in the record year of 1992. Expenditure in 1993 rose again by 7 percent to \$36 billion, while Germany's traditionally high travel account deficit soared in 1993 to a record of \$25.4 billion.

Two years ago, Germans were the world's champions in travel. Mainly because of changes in the compilation of United States' travel statistics, Germans have lost this title to the Americans. But in Europe, the Germans still hold first place. The British and French, who rank second and third, together spend less on foreign travel than the Germans.

Austria has managed to surpass Italy in recent years as the Germans' favorite travel destination—not least because of Austria's appeal to East Germans. Austria has absorbed 17 percent of the total German travel expenditure. Spain has moved into second place (12 percent), Italy is now in third place (just under 12 percent), followed by France (9 percent), Switzerland (7 percent), the United States (6 percent), the UK and Greece (3 percent).

Since 1986, total German travel expenditure has grown by 30 percent while that in non-European countries has soared to more than 50 percent. Had a German told his colleagues 30 years ago, "I'm off to the Caribbean for a week of swimming," nobody would have believed him. Today, such an announcement has become as commonplace as going out round the corner to have a wurst.

Despite high travel account deficits, Germany has always been an important tourist destination. In 1993, foreign tourists spent \$10 billion in Germany; this puts Germany only slightly behind Austria. The structure of the German travel revenue shows that most tourists are either Dutch (14 percent), Austrian

(11 percent), American (10 percent) or French (9 percent). Although eastern Germany offers many unspoiled scenic attractions, fewer tourists have so far been lured there than anticipated. Visitors from Eastern Europe have almost completely stayed away from eastern Germany since they cannot afford hard currency. The number of Western and West German tourists have also been smaller than expected. There is still an insufficient number of hotels and also, given their quality, tourist services are sometimes over-priced. But both quality and quantity of tourist accommodations will considerably improve in the next few years, rendering eastern Germany more attractive and deservedly so.

East Germans, who understandably have a strong urge to travel to the West, seem to prefer the Alpine countries. If they did not first want to visit western Germany, they traveled mainly to Austria, Spain, Italy, and Switzerland.

When asked in which areas of life the Germans would find it hardest to economize, vacation trips ranked second directly behind the primary needs of food and drink, housing, and clothing, but still before hobbies, cars, and hospitality. But the rise in disposable income of just under 2.5 percent in 1993 indicates that travel expenditure will grow at a slower pace than in the years before.

—Wanda Menke-Glückert

DUBLIN

ALONG THE BORDER

The troubles in Northern Ireland have made many foreign visitors nervous of going there for a vacation. This is understandable but mistaken, in my view, as the occasional violence is usually restricted to a few areas that tourists would not normally

visit anyhow. But there are areas in the Republic bordering on Northern Ireland which are well worth visiting and would give people an opportunity to cross the border for a few hours if they wished.

Carlingford on the east coast between Dublin and Belfast is an attractive village on the sea inlet or *lough* of the same name which divides north and south. Across the lough the lovely Mourne mountains sweep down to the sea as in the famous song. Carlingford itself is well known for its oyster festival, which attracts aficionados who come in yachts as well as cars. A short drive allows visitors to explore the historic town of Newry at the head of the lough which is in Northern Ireland or the lovely village of Rostrevor nestling under the mountains looking across to Carlingford. Getting there by car from Dublin takes only 90 minutes, and it is also possible to travel by train and bus.

From Carlingford, it is possible to explore the Cooley peninsula and the Ravensdale woods all within easy driving distance. Cooley is associated with a famous epic in which the warrior Queen Maeve fought mighty battles to win back her brown bull that had been stolen by a king from the west. Numerous castles and Neolithic tombs dot the route, and Ballymascanlon hotel is well situated with all sporting facilities as a vantage point.

Several hundred miles away to the northwest, Lough Swilly divides Donegal in the Republic from Derry in Northern Ireland. The Inishowen peninsula overlooking the lough has some of the most striking cliff and coastal scenery in Ireland and is off the beaten track for many foreigners who tend to stick to the better known areas such as Killarney and Connamara.

The visitor can do the circuit called the "Inishowen 100" starting and finishing in the holiday town of Buncrana and also visit the historic city of Derry, which is in Northern Ireland. Take a whole day to explore Derry since the city offers so much to see with its remains of the famous siege in 1690, which is still commemorated by Protestant bands and parades every August. During World War II, US submarines were based a few miles from the city on Lough Foyle, which has become a modern port.

On the Inishowen circuit, stop first at one of Ireland's few military museums, the 18th century fort of Dunaree, which was built originally to stop a threatened Napoleonic invasion, and later the British army used it in World War I, and the Irish army in World War II.

The circuit also takes in Ireland's most northerly

point, the cliffs of Malin Head from where one can see the Scottish coast on a clear day. The view from Malin back toward the inlets of Donegal's Atlantic coastline is unforgettable. Go and see for yourself.

—Joe Carroll

BRUSSELS

MEMLING, SAX, AND D-DAY

Nineteen ninety four is a year of notable anniversaries in Belgium and a range of tourist events have been organized around these anniversaries. Perhaps the most intriguing is the 500th anniversary of the death in Bruges of artist Hans Memling (c. 1440–1494), one of the best known and most admired of the "Flemish primitives."

No other 15th century artist left behind such a large oeuvre: over 90 paintings and

altar pieces survive in collections spread all over the world. Nor were any of his late medieval counterparts able to appeal to the imagination of subsequent generations quite so strongly. And no one captured the life of his region and era with such accuracy and perfection as Memling.

No major exhibition of his works has been mounted since 1939, but the city of Bruges will do him proud this year. Between August 12 and November 15 an unparalleled 30 altar pieces, portraits, and devotional portraits will be brought together at the Groeninge Museum. The exhibition will also document and evoke the life, work, and times of Hans Memling, through everyday objects, furniture, precious metalwork, carpets, clothing, jewelry, drawings, archive material, sculpture, and paintings by contemporaries.

One hundred years ago, Adolphe Sax (1814–1894), who lived in the town of Dinant on the river Meuse, breathed his last musical breath. He spent much of his life trying to invent new musical instruments and finally hit the jackpot with the saxophone.

The town of Dinant is celebrating his centenary with a festival, which will include a fanfare of 1,000 saxophones. If the city fathers have their way, William Jefferson Clinton will be the star player at this festival. An invitation has gone to the White House asking if the President can spare a date in June, when he will be in Europe for the 50th anniversary of the D-Day landings. If he turns up, it won't necessarily raise the musical tone, but it should certainly help to spread the fame of a relatively little known Belgian.

This year is also the 50th anniversary of the liberation

NEWSMAKERS

French women are known for their good taste in clothes. But when it comes to choosing men, a recent survey shows that they have some peculiar preferences. When Harlequin, publishers of syrupy love stories, asked French women who they would most like to spend a romantic evening with, the man they lusted after more than any other was...78 year old President **François Mitterrand**.

With 11 percent of the vote, sexy Mitterrand came in first, far ahead of handsome hunks like **Tom Cruise** (5 percent), **Robert Redford** (4 percent), and **Kevin Costner** (3 percent). Even home-grown favorites like the ageless rocker **Johnny Hallyday** (3 percent) could not match Mitterrand's magnetism. Most surprising of all is that the French President particularly

appealed to younger women aged 25–34, with 14 percent of them who go weak in the knees at the thought of being alone with him. Power must indeed be a very strong aphrodisiac.

•••

When the Dutch go to the polls this month, **Elco Brinkman**, 46, will finally see if the voters share the confidence placed in him by **Ruud Lubbers**, Prime Minister of the Netherlands for the past 12 years. Lubbers, who is leaving Dutch politics at the end of the year, has been promoting Brinkman as his successor at the head of the governing Christian Democratic Party (CDA).

Brinkman has shown his political mettle as the CDA's parliamentary leader for the past five years, but his succession to leadership of the country is by no means a foregone conclusion. Opinion polls have predicted losses

for both the CDA and the other ruling party, the Social Democrats, with the two main opposition parties gaining ground.

If Brinkman does manage to win the election, he will bring a more efficient, or as his critics would have it, cold and emotionless approach to government. He has little time or sympathy for all those who have learned how to "play" the welfare state. "A kick in the rear is sometimes more healthy than searching for excuses," he once said in a debate on social problems.

•••

Austrian motor racing legend **Andreas-Nicolaus Lauda**, 45, better known as Niki, no longer flies down the track.

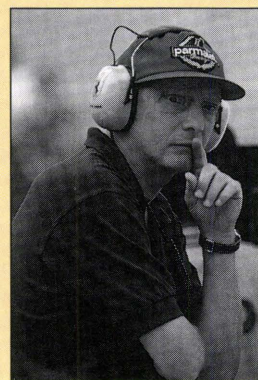
He has switched to the skies.

Lauda, who won the world Formula One title three times and survived a nearly fatal accident, started his own airline in 1979 with a handful of superannuated Fokker 27s. At first Lauda Air only chartered planes, but after a tough 10 year battle with Austria's Transport Ministry, it won a license to run scheduled flights.

Today Lauda Air owns a fleet of eight Boeings and has just signed a partnership deal with

Germany's national carrier Lufthansa. Together the two companies will serve daily routes from Vienna to seven other European cities.

Lauda realizes that in today's crowded skies busi-



"Captain" Niki Lauda

of Belgium by British and American troops and of Hitler's last throw, the Ardennes offensive in December 1944. A whole range of ceremonies and events is being organized in Brussels and in other towns throughout the country. Americans may be particularly attracted by the program in Bastogne, where the US 101st Airborne Division was surrounded by German troops, but its commander replied with the single word "nuts" to the German demand that he should surrender.

—Dick Leonard

PARIS

CHUNNEL VISION

It is ready and waiting. After seven and a half years of struggles and setbacks, of soaring costs and plunging confidence, the engineering marvel of modern times—the

Channel Tunnel—is finally finished. It is actually three tunnels, two for trains and shuttles, and one smaller service tunnel. Together they provide the first land link between the United Kingdom and France since the Ice Age, a 31 mile-long connection, 130 feet under the sea, built at a dizzying cost of \$15 billion. Having survived a string of financial and technical problems, the Chunnel now lies on its rockbed, a sinuous Sleeping Beauty just longing for the kiss of approval from the princely Safety Authority of the Intergovernmental Commission.

But there is the rub. Just when the first passengers were already booking their tickets, looking forward to a historic 35 minute ride under the Channel, Eurotunnel had to announce that the planned May opening of the tunnel would be postponed. Splendid as each piece of equipment is

Tunnel Trivia

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Date tunneling began: December 1, 1987.

Date of first Channel breakthrough: December 1, 1990.

Number of TBMs (tunnel-boring machines) built: 11.

Average TBM weight: 1,000 tons.

Length of Le Shuttle: 2,600 feet.

Maximum number of cars per shuttle: 180.

Distance from daylight at center of the tunnel: 16 miles.

Time required to evacuate the tunnel: 90 minutes.

Designer of Eurotunnel uniforms: Pierre Balmain.

Name of Eurotunnel mascot: Marcus the Mole.

on its own, when it came to testing all the parts together as a system, some unexpected hiccups developed.

For example, during test runs, there were plumbing problems on the Eurostar

passenger trains. These and other problems must be sorted out before Eurotunnel is awarded its Operating Certificate. In the meantime, though, a couple of stately guinea pigs are being sent to

ness travelers must have a special incentive to fly with his airline. That is why he hired Vienna's top caterers to prepare the in-flight meals, which often include caviar and champagne. He is also a stickler for detail, personally supervising most of the aircraft servicing and making sure everything is absolutely spotless. Several times a week, passengers get the thrill of hearing "This is Niki Lauda, your captain speaking," and knowing that they are being piloted by a champion.

● ● ●

A government decision to overturn gambling restrictions now has eight candidates vying for the right to run the UK's first national lottery, expected to be one of the biggest in the world.

Odds-on favorite to win the lottery license is the Lottery Foundation consortium, headed by Virgin Airline boss **Richard Branson**. Branson de-

livered his group's bid to **Peter Davis**, Director-General of the National Lottery, accompanied by the retired champion racehorse Desert Orchid, which graciously consented to pose with him for the press. Branson pledged that his consortium, unlike the other bidders, will return all profits to charity. He estimated that this would raise about \$15 billion for good causes during the first seven years of the license.

Close behind Branson in the lottery stakes is the Camelot consortium, which includes chocolate giant Cadbury, bank note printer De La Rue and computer firm ICL, followed by the Rothschild banking group.

● ● ●

At 53, **Cliff Richard**, rock-n-roll's Peter Pan, as he is called, has set himself the challenge to keep on groovin' until he has beaten **Elvis Presley**'s record as king of the

British charts. Elvis was a fixture on the British hit parade for over 1,145 weeks, which is the equivalent of over 20 years. Cliff figures that if he carries on releasing records and—less certain—selling them, he will have beaten the King in two years or so.

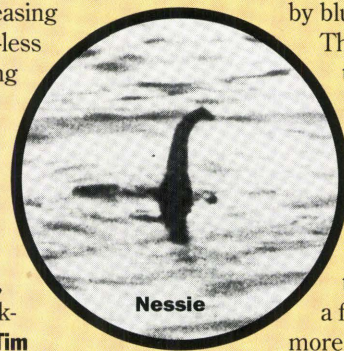
Nothing if not ambitious, he is also working on a new **Tim Rice** musical based on **Emily Brontë**'s novel *Wuthering Heights*. Cliff is to star as the romantic lead Heathcliff.

● ● ●

Her most famous photo has turned out to be a fake, but fans of **Nessie** still have not given up trying to catch a glimpse of her. Scotland's legendary Loch Ness monster made her first appearance in 1933, when a motorist re-

ported seeing a 30 foot creature with two humps, a snake-like head and flippers.

Numerous other sightings followed, some supported by blurred snapshots.



The clearest picture taken, which showed a recognizable serpent's head rearing out of the water, has now turned out to be a fraud, nothing more than a periscope in disguise.

Undeterred, a company has now decided to really get to the bottom of the Loch Ness mystery. It is offering tourists a chance to probe the murky waters of the UK's deepest lake on board a specially adapted research submarine, for a specially adapted price of \$195 each.

—Ester Laushway

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Tourism Customers in Central and Eastern Europe: Perspectives of Development. Commission, Brussels, 1993, 250 pages. Develops a quantitative and qualitative evaluation of the current demand for tourism within Central and Eastern European countries regarding the status of both incoming and outgoing travel. The study analyzes incoming and outgoing travel flows; describes corresponding travel motivations; filters out possible obstacles to development; defines development tendencies predictable for the near future; and develops possibilities of promotion in order to further revive tourism exchange between the two regions of Europe. \$50.00

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The Evolution in Holiday Travel Facilities and in the Flow of Tourism Inside and Outside the European Community—Part One: Main Findings—Part Two: Main Report. Commission, Brussels, 1993, 64 pages/200 pages. Gives a prospective view of the situation regarding EC and non-Community tourism demand and evaluates the impact of this evolution on the supply market. Assesses the market trends and product implications associated with travel facilities; reports on the key trends associated with European travel; and explains the reasons that Europe is a tourist destination. Includes the results of studies conducted and possible frameworks for assistance. Two parts. \$50.00

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test the tunnel for the rest of us. On May 6th, Queen Elizabeth will board the Eurostar train and travel from Waterloo Station in London through the tunnel to Calais. There she will meet President Mitterrand, who will ride back to Folkestone with the Queen in her Rolls Royce on board Le Shuttle, Eurotunnel's car and bus shuttle service. The world will be watching to see if the Queen and Mitterrand emerge smiling from their experience.

Prior to that proud day, journalists are being kept at a distance. Security during testing does not allow anyone except Eurotunnel staff to set foot in or near any of the three tunnels. Instead, the press is offered consolation tours of the Folkestone and Calais terminals and these bring to light some interesting differences in British and French attitudes.

In Folkestone recently, a group of international journalists found themselves loaded onto an antique bus with steamed-up windows and driven around the perimeter of the terminal. Access was blocked everywhere and a hapless German television crew sent to film the tunnel was reduced to pointing their cameras through the blurry windscreen at far-off shapes in the mist. It was hard to get a sense of history in the making. It felt more like an abortive school outing to a theme park that had not yet opened for the season.

Over in Calais, where the terminal has been built on a sprawling site of 750 hectares, four times as large as in Folkestone, there is a feeling that something big is about to happen. All the equipment and facilities are sitting there gleaming, just waiting for someone to push a button.

Journalists cannot go in the tunnel there, either, but at least their touring bus is a luxury model with a charm-

ing, informative guide included, and at least they are driven right up to where they get the thrill of actually being able to see the entrance. All the rolling stock is plainly visible too: the open-sided aluminum shuttle wagons for trucks, the single and double-decker car and bus shuttles, the electric locomotives and the stylish service vans with a driver cab at each end so that they can zip up and down the service tunnel at will.

When Eurotunnel finally gets the green light (and no one is as yet giving a date) traveling between England and France will take just over one hour. Reservations will not be necessary. Car passengers can simply drive up to the toll booths, buy their ticket, clear both British and French customs, then drive directly down the loading ramp to the platform where a shuttle should be waiting. As soon as its 24 wagons are fully loaded, Le Shuttle will be off, arriving on the other side of the channel 35 minutes later. During the trip, passengers can either stay in their cars or get out and stand beside them. There are toilets in each wagon and windows with a view of the tunnel walls.

Efficiency, not excitement, will be Le Shuttle's big drawing card. It will be ideal for business travel, deadly tedious after the first time for family holidays. But once it is fully operational, it will have up to four trains running every hour, 24 hours a day, 365 days a year, without the risk of gale force winds or sea sickness. It will cost more than the ferries: anywhere from \$200 to \$450 per car, depending on the season.

Foot passengers will travel on board the inter-city Eurostar from Paris to London—hurtling through France at 180 mph, through the tunnel at 100 mph, then slamming on the brakes to

chug through the British countryside at a sedate 60 mph. Why? Because the UK has just decided on the route for its high-speed train link. In France it is already up and running.

The two nations just do not perceive the tunnel the same way. Whereas the French look on it as an opportunity to expand their horizons, the British see it as a threat to their privacy. Rabies, terrorists, all sorts of nasty things can come down that tube, they feel. So their preparations have something half-hearted about them, not the sense of pride the French display for grandiose building projects.

The roofs of the toll booths at Folkestone and Calais illustrate that basic difference. Both feature the same scalloped design. But on the British side the roofs form a flattened W and on the French side they have been

turned the other way up to form a flattened M. And so it is with the Channel Tunnel: although it is the same at both ends, the UK and France have completely different views on it.

—Ester Laushway

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ARTS & LEISURE

TRAVEL BOOKS

From guidebooks featuring the tiniest hotels to luscious photo essays on French vineyards, this year's batch of new travel books glistens as never before. In our second annual review, we feature a little bit of practicality (your basic, down-to-earth, never-fail-you guidebooks) and a little bit of serendipity (esoteric coffee table books to dazzle your guests).

Read on, please, and then start packing those bags.

Let's begin with some basic travel guides. You cannot go wrong with Fodor's, whose name is practically synonymous with travel. The company has recently added new titles to three proven series. The *Exploring* series (Fodor's Travel Publications/Random House, \$19) may win the prize for the heaviest guidebooks, but they are worth their weight because they are brimming with itineraries and excursions, art and architecture, history and shopping, plus more than 350 full-color illustrations and fold-out maps. The newest volume in the series is *Italy*.

Fodor's Short Escapes series (Fodor's Travel Publications/Random House, \$13) is perfect if you've, say, finished your business in Manchester and have a day to fritter away before your flight home. Sim-

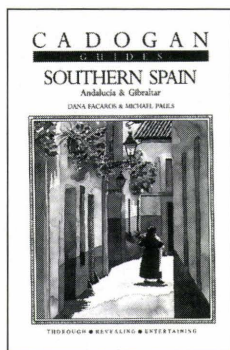
ply turn to page 100 of *Short Escapes in Britain*, by Bruce Bolger and Gary Stoller, and you'll find detailed information on how to journey to nearby Hathersage, stomping grounds of Robin Hood and his Merry Men and home to the Eyre family, who were the inspiration for Charlotte Brontë's *Jane Eyre*.

Do you have impeccable taste but an under-funded budget? Fodor's *Affordable* series of guidebooks (\$11) is

your ticket to the good life in Europe. Paris is the newest destination in the series.

If the travel bug has bitten you, Prentice Hall has an antidote: *The Travel Bugs* series (\$18), published specifically for "people with a passion for travel." Each guide in the series specializes in all those cultural tidbits that make traveling so enticing. There are also handy sections on history, people, economy, and geography, plus full-color photographs. New titles include *Ireland, Germany, England, France, Greece, Italy, and Spain*.

Cadogan Guides (The Globe Pequot Press, \$17) are among the workhorses of the travel book trade. Neither glitzy nor pretentious, they will do what you want them to do—tell you where to visit, what to see, and where to stay and eat when you get there. Their focus on history



and local culture makes them a valuable addition to any suitcase. Newest titles in the series are *Greek Islands, Southern Spain, Tuscany/Umbria/The Marches, South of France, Southwest France, Italy, Scotland, and Germany*.

What to do after you've seen Constitution Square in Athens for the umpteenth time? *Europe Through the Back Door*, by Rick Steves (John Muir Publications, \$18) has been helping tourists find un-touristy Europe for 14 years. The just-published 12th edition is not a traditional guidebook (although there are sections on sites to see), but rather an insider's guide on how to get off the tour bus and head for the hills to do a little exploring of the real Europe.

The author, host of the PBS television series *Travels in Europe with Rick Steves*, has also written the European titles in the *2 to 22 Days* series (John Muir Publications, \$11-\$15). Steves' passion for helping readers see all there is to see comes through on every page of these itinerary planners, which can help you put together anything from a spur-of-the-moment weekend jaunt to a no-holds-barred three week adventure. New titles include *Europe, France, Germany/Austria/Switzerland, Great Britain, Italy, Norway/Sweden/Denmark*, and

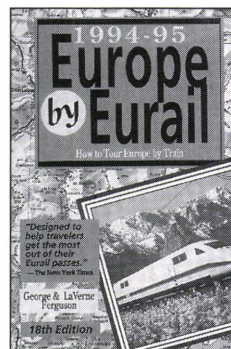
Spain/Portugal.

Alas, you may be stuck in a crowded European metropolis for a week of meetings, but you can still find the unbeaten city sidewalks as long as you pack a copy of *Frommer's Walking Tours* in your briefcase (Prentice Hall Travel, \$12). Editions on Berlin, London, and Paris provide detailed routes complete with easy-to-follow maps and directions.

Perhaps biking is more to your liking. The *By Bike* series (The Mountaineers, \$15) will set your wheels spinning on tours "geared for discovery." You'll find day trips and longer tours, pre-trip and access information, accommodation options, terrain warnings, rules of the road, and more. The newest title in the series is *Germany*, which joins *Europe, Ireland, England, and France*.

Try saying this three times fast: *Cheap Eats and Cheap Sleeps* series. If you're a budget traveler (or even if you aren't, but can't fathom paying sky-high prices for inferior food and accommodations), these titles will help you keep a few more drachma, marks, and guilders to spend on presents for yourself. *Cheap Eats and Cheap Sleeps* titles, all by Sandra Gustafson, are available for Italy, London, and Paris (Chronicle Books, \$10).

While some business trav-



elers must stay in business hotels to take advantage of all the amenities they offer, others can surrender to the lure of Europe's tiny hostels. The authors of the *Charming Small Hotels* series (Hunter Publishing, \$13) have done their homework and conducted on-site inspections of the 300 hotels in each guide. Updated editions published this year include *Britain/ Ireland, France, and Italy*, all edited by Chris Gill.

Chronicle Books has added *Châteaux of the Loire*, by Marcus Binney (\$15) to its series, *Architectural Guides for Travelers*. Every châteaux from Amboise to Vouzeron is here, along with architectural elements from architraves to voussoirs, and everything in between.

Many travelers have wondered why two countries that share the same language can be so different. *Culture Shock! Britain* by Terry Tan (Graphic Arts Center, \$11) will help unlock the mysteries of the differences between the British and American way of life. The series, very helpful for anyone spending extended periods of time abroad, also includes similar treatises on France and Spain with Italy due out this autumn.

You won't find a hotel or restaurant in *Venice: Tales of the City*, edited by John and Kirsten Miller (Chronicle Books, \$13). In fact, there's nary an illustration. This petite, elegant little book doesn't need pictures, however, because it glows with the oh-so-delightful words of Thomas Mann, Edith Wharton, and even Orson Welles, who share their impressions of this lovely city.

All right, so you've returned home, and none of

your friends will look at your slides. You can still show them what they've missed by casually displaying a few of this year's beautiful photo essay books on your coffee table.

The Winemaker's Year in Beaujolais, by Michael Buller with photographs by Pierre

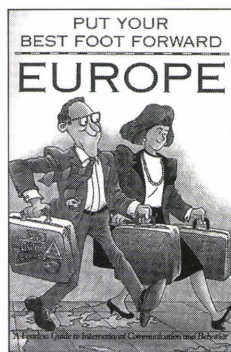
Cottin (Thames and Hudson, \$35), glistens with the warmth and charm of this lovely region of France. You may never leave your armchair—or your glass of Moulin-à-Vent—but you'll feel as if you've been on an inti-

mate tour of the small family-owned vineyards, grand wine châteaux, and delightful cafes of enchanting Beaujolais.

Even if you're not particularly taken by cats, you'll be taken by *Cats in the Sun*, (Chronicle Books, \$30), photographed by Hans Silvester entirely on the Greek islands of Mykonos, Milos, and Naxos. There are glorious shots of shimmering seas and whitewashed walls, endless rooftops and dizzying staircases—Greece at its most fanciful.

Gorgeous, gorgeous, gorgeous—a word that bears repeating when referring to the luminous photographs in *Holland* (Graphic Arts Center, \$39.95). The expert lens of photographer Bryan Peterson has captured enchanting images of children in lace caps standing in fields of vibrant tulips, windmills mirrored on tranquil canals, and farm houses so neat they look as if they were laid out with a rule and T-square. Helen Colijn's lovely prose completes this wonderful book. Also available in the series are *Ireland, France, Germany, and Norway*.

Bon voyage!
—Elisabeth Farrell



Put Your Best Foot Forward—Europe

By Mary Murray Bosrock;
International Education Systems; 503 pages; \$20.

Author Mary M. Bosrock asserts that American corporate executives oftentimes hesitate to venture outside of the US and join the globalization fray not so much because of financial constraints but because of fears related to culture or language barriers and dark tales of deals gone sour because of miscommunication.

But according to Ms. Bosrock, all it takes is a little bit of understanding and research to prepare oneself for business abroad. In her book, *Put Your Best Foot Forward—Europe*, Bosrock writes specifically to help businesses, corporations, government agencies and individuals understand the culture and behavior of any one of 18 European countries in which they may be working or visiting. It is geared toward first-time business travelers, and written with the common view that Americans are largely culturally illiterate.

Bosrock has had a wellspring of experience with European culture. As international editor of *Foreign Trade* magazine, she has met with and interviewed business leaders and trade officials throughout the world.

The book is presented in a concise format with easily recognizable symbols as well as some witty cartoons. It also clearly describes culturally appropriate behavior in the context of real-life situations and allows one to find needed information in a flash.

Divided into three main parts, the first section gives a brief description of generally

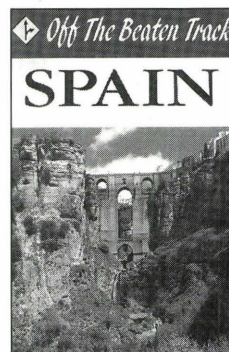
accepted behavior, a sort of "Ten Commandments" for all travelers anywhere. The second section deals with customs that the traveler may encounter all over Europe, as well as some general tips for the traveling businessperson. There are helpful tips on using an interpreter for instance, with engaging vignettes on famous faux pas. One such story is of Soviet Prime Minister Nikita Khrushchev's "We will bury you" statement during the cold war that struck terror into the hearts of all freedom-loving Americans, when he actually meant that his country would surpass the US in economic development, but that his translator interpreted as a very "grave" threat. Bosrock also recounts Euro-Disney's cultural calamities and explains why the Disney formula has not yet been successful in France.

The author also emphasizes the importance of body language, since even a smile can be misconstrued as a disdainful come-on, depending on which part of Europe one is in. Bosrock gives general

pointers on which countries are touchers—like Italians who don't mind getting a friendly American bear hug with the first handshake—and which are non-touchers.

There are segments on appropriate tipping

practices, as well as the general formality of Europe compared with the US. For instance, Bosrock cites the American penchant for calling people by their first names, which is viewed in Europe with contempt, since Europeans usually call only very close friends by their first names. Bosrock also points out that Europeans tend to dress more formally



than Americans do.

The third section of the book contains descriptions of 18 European countries: Austria, Finland, Norway, Switzerland, Turkey, and the 12 member countries of the European Union. She further breaks down the United Kingdom into England, Scotland, Wales, and Northern Ireland. This section gives a more detailed portrait of each country, with statistical information, a profile of its people, daily cultural and business practices and preferences, language and basic phrases, tipping, dining, dress, etiquette, and helpful hints on getting around. Bosrock also discusses attitudes toward women in business in each of the countries.

The author also makes many suggestions about how one can bring American culture to Europe in the best possible light. This is especially seen in her gift suggestions, where she recommends American artifacts which are greatly appreciated by foreign hosts.

The book's format is perfect for busy people who have had little or no experience traveling in Europe and who do not have time for a long language course. Each chapter provides a quick and handy reference.

Seasoned travelers may find the book elementary, but its third section can still be useful as a reference guide or as a refresher course on certain aspects of European culture. Overall, it merely reminds the traveler to be sensitive to cultural differences, and that if one shows sensitivity and genuine interest in another culture, one can minimize his or her cultural faux pas.

—*Evangelina Arroyo*

Off the Beaten Track

The Globe Pequot Press; \$15 per title.

Tired of seeing the same old tourist traps and officially proclaimed "cultural attractions" when visiting Europe? Had enough of big cities, long lines, and the crowds so often associated with mass tourism? If you're ready to shun the prescribed itinerary of the mainstream guidebooks and those sug-

gested by tourism ministries and want to experience the unspoiled cultural richness of a country, then *Off the Beaten Track* is a travel book series written just for you.

With separate volumes on Germany, Italy, Spain, Austria, Portugal, and Switzerland, *Off the Beaten Track* takes readers to places largely unspoiled by the trappings of most conventional tourist attractions. Using the books, adventurous tourists can explore the Aragonese Pyrenees of Spain, the Roman ruins of Lonimbriga in Portugal, and experience German culture in the small towns of the Bavarian Alps just outside Munich.

Packed with vital information and many colorful pictures, *Off the Beaten Track* makes a welcome addition to even the most veteran traveler's library.

—*Michael Panetta*

Exploring Europe by Boat

By Barbara Radcliffe Rogers and Stillman Rogers; The Globe Pequot Press; 313 pages; \$13.

As your ship approaches port, "the land rises out of the water, breaking through the long curved line of the horizon. First the tallest buildings, towers, and

church spires rise out of the sea, then the entire city begins to form."

Stillman Rogers' and Barbara Radcliffe Rogers' book *Exploring Europe by Boat* is full of such romantic and intriguing descriptions about boat travel in Europe. Steeped in history, commerce, and cultural excitement, Europe's port cities offer a fascinating view of both the old and new Europe. In addition, some of the more remote but rewarding locations of the continent are reached only by ship, such as the majestic fjords of Norway or the exotic islands in the Aegean Sea. For the tried and true European traveler, cruises or river boat tours provide an opportunity to relax and see Europe in a new and interesting light. For the novice voyager, cruises can offer a sample of Europe's treasures without all the hustle and bustle required of land travel.

Veteran European vacationers have long known about cruises along the southern coast of France and canal boat tours through Amsterdam. However, the most intrepid travelers opt for obscure ships and ferries, which often lead travelers to Europe's secret treasured places. Such lesser known tours are the highlight of *Exploring Europe by Boat*.

The book divides Europe by region, from Scandinavia and Russia down to the Mediterranean and then by country or river region. Each chapter begins with brief, general information about each country, which is followed by more extensive details of water travel in the major port cities, canals, rivers, or seas of that particular geographical area.

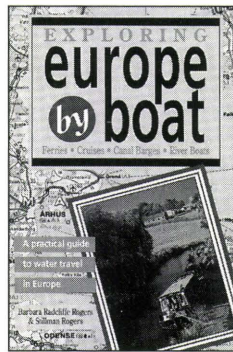
The boat travels described include long and luxurious cruises as well as short, day-long excursions in and around major cities and

scenic locations. The Rogers begin with the basics as they offer suggestions on how to choose the right boat, describe life on board, and outline the costs of various types of boat travel. In addition, the authors give other touring tips for each country, such as the best type of rail passes, availability of special rates, and the quality of facilities for the handicapped and those traveling with children. To aid you in making reservations and acquiring further information, a list of tourism and cruise ship offices follows the chapter on each respective country.

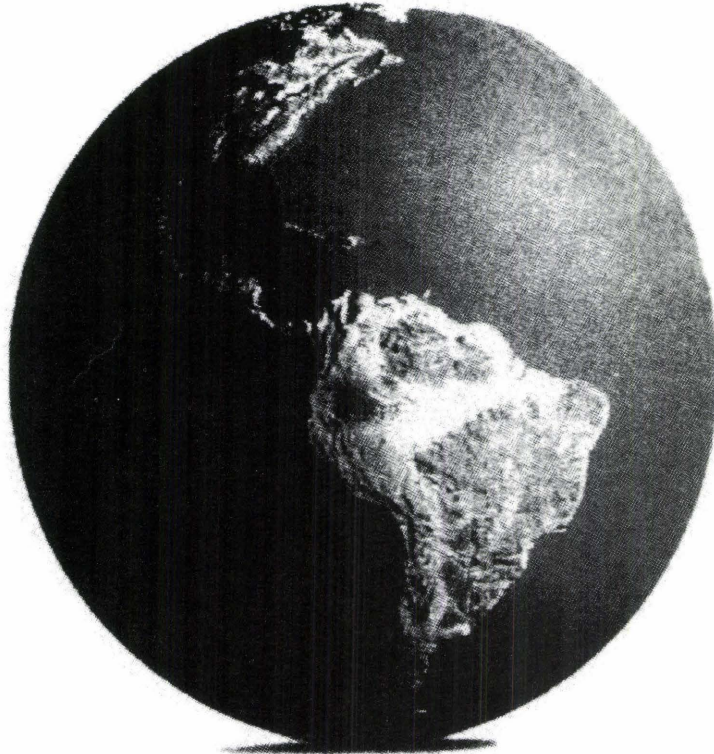
The book's unique and highly specialized tours are particularly useful, many of which would be difficult to discover on one's own. For example, in Finland, tourists can experience a day cruise on an icebreaker through the Gulf of Bothnia. In Scotland, opportunities abound to view wildlife as boat tours take visitors to seal colonies, bird sanctuaries, and other quiet and secluded lochs. Or, for those with a penchant for haute cuisine, canal cruises through Burgundy, France, provide a "taste" of the surrounding scenery with wine samples and culinary seminars, all part of the cruise package.

Despite the obvious focus on water travel, the authors recognize that travelers may not wish to spend all their time on boats. So they detail attractions in many of the port cities, often focusing on maritime-related activities, such as naval museums, but also including other regional points of interest. In addition, land transportation in port is discussed as well as hotels and restaurants convenient for boat travelers along with brief descriptions of ambiance and price.

—*Leah Seppanen*



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