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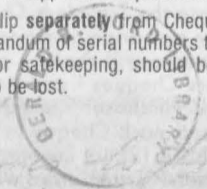
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AMERICAN EXPRESS TRAVELERS CHEQUES
PURCHASER'S APPLICATION

QUAN.	Denom-ination	AMOUNT	CHEQUES NUMBERED		
			SERIES	FROM	TO-INCL.
	\$10				
	\$20				
10	\$50	500-	H C	78024390	399
	\$100				
	\$500				
TOTAL		500-	Date	3-27	1975
PURCHASER'S COPY NO. 1					

FOR YOUR PROTECTION

- Sign each Cheque (in upper left corner) **immediately** upon purchase. You are not protected in case of loss or theft until each Cheque is so signed.
- Countersign your Cheques (in lower left corner) **only** in presence of person accepting.
- Handle and **safeguard** Cheques as you would a like amount of your own cash.
- Keep Cheques with you, or in a safe place **at all times** — never leave them in your hotel room, luggage or glove compartment of car.
- Carry Cheques in your **most secure** inside breast pocket of coat or jacket . . . or in zippered compartment of handbag.
- Carry this Record slip **separately** from Cheques. In addition, send a memorandum of serial numbers to your home or other address for safekeeping, should both Cheques and this Record slip be lost.



AMERICAN EXPRESS

CONTRACT: The Issuer ("Amexco") and Purchaser agree that: Amexco will pay to Purchaser or his order, in the country in whose currency the Travelers Cheque is issued, the amount shown on the face thereof, or, if the Purchaser or holder requests, the face amount of the Travelers Cheque converted into the currency of the country where the Travelers Cheque is offered for encashment, at the buying rate at the place of encashment for bankers' checks drawn on the city where the Travelers Cheque is payable, less applicable currency exchange commissions, taxes and other charges, if any. Amexco will replace or refund the face amount of any Travelers Cheques listed hereon which are lost by or stolen from the Purchaser named herein, provided Purchaser has (1) signed each Cheque in the upper left corner at the time of purchase; (2) not countersigned such Cheque in the lower left corner; (3) not parted with such Cheque voluntarily nor in

connection with a game of chance, wager nor confidence game or other illegal transaction nor governmental action; (4) notified Amexco immediately (at any of its affiliates' offices) of any loss or theft, including circumstances in reasonable detail and the serial numbers and place and date of purchase of any lost or stolen Cheques and thereafter executed Amexco's affidavit and indemnity agreement; (5) reported such loss or theft to the police authorities where it occurred, if requested by Amexco. Purchaser will assist in any investigation or prosecution resulting from such loss or theft. Amexco shall not be required to stop payment of any Cheques for any reason. If Purchaser dies or is disabled before countersigning Cheques, they will be paid, without interest, only to the duly qualified legal representative of Purchaser upon delivery of Cheques and legal documents satisfactory to Amexco at 65 Broadway, New York, N. Y. 10006.



PAN AM

Ticket and
Baggage Check

0264401504315

ISSUED BY
PAN AMERICAN WORLD AIRWAYS, INC.
MEMBER OF INTERNATIONAL
AIR TRANSPORT ASSOCIATION

EACH PASSENGER SHOULD
CAREFULLY EXAMINE THIS
TICKET PARTICULARLY THE
CONDITIONS ON PAGE 2

CARRIER RESERVES THE RIGHT
TO REFUSE CARRIAGE TO ANY
PERSON WHO HAS ACQUIRED A
TICKET IN VIOLATION OF APPLICABLE
LAW OR CARRIER'S TARIFFS,
RULES OR REGULATIONS.

Four Coupon

NOTICE

If the passenger's journey involves an ultimate destination or stop in a country other than the country of departure the Warsaw Convention may be applicable and the Convention governs and in most cases limits the liability of carriers for death or personal injury and in respect of loss of or damage to baggage. See also notice headed "Advice to International Passengers on Limitation of Liability."

CONDITIONS OF CONTRACT

1. As used in this contract "ticket" means this passenger ticket and baggage check, of which these conditions and the notices form part, "carriage" is equivalent to "transportation", "carrier" means all air carriers that carry or undertake to carry the passenger or his baggage hereunder or perform any other service incidental to such air carriage. "WARSAW CONVENTION" means the Convention for the Unification of Certain Rules Relating to International Carriage by Air signed at Warsaw, 12th October 1929, or that Convention as amended at The Hague, 28th September 1955, whichever may be applicable.
2. Carriage hereunder is subject to the rules and limitations relating to liability established by the Warsaw Convention unless such carriage is not "international carriage" as defined by that Convention.
3. To the extent not in conflict with the foregoing carriage and other services performed by each carrier are subject to: (I) provisions contained in this ticket, (II) applicable tariffs, (III) carrier's conditions of carriage and related regulations which are made part hereof (and are available on application at the offices of carrier), except in transportation between a place in the United States or Canada and any place outside thereof to which tariffs in force in those countries apply.
4. Carrier's name may be abbreviated in the ticket, the full name and its abbreviation being set forth in carrier's tariffs, conditions of carriage, regulations or timetables; carrier's address shall be the airport of departure shown opposite the first abbreviation of carrier's name in the ticket; the agreed stopping places are those places set forth in this ticket or as shown in carrier's timetables as scheduled stopping places on the passenger's route; carriage to be performed hereunder by several successive carriers is regarded as a single operation.
5. An air carrier issuing a ticket for carriage over the lines of another air carrier does so only as its agent.
6. Any exclusion or limitation of liability of carrier shall apply to and be for the benefit of agents, servants and representatives of carrier and any person whose aircraft is used by carrier for carriage and its agents, servants and representatives.
7. Checked baggage will be delivered to bearer of the baggage check. In case of damage to baggage moving in international transportation complaint must be made in writing to carrier forthwith after discovery of damage and, at the latest, within 7 days from receipt; in case of delay, complaint must be made within 21 days from date the baggage was delivered. See tariffs or conditions of carriage regarding non-international transportation.
8. This ticket is good for carriage for one year from date of issue, except as otherwise provided in this ticket, in carrier's tariffs, conditions of carriage, or related regulations. The fare for carriage hereunder is subject to change prior to commencement of carriage. Carrier may refuse transportation if the applicable fare has not been paid.
9. Carrier undertakes to use its best efforts to carry the passenger and baggage with reasonable dispatch. Times shown in timetable or elsewhere are not guaranteed and form no part of this contract. Carrier may without notice substitute alternate carriers or aircraft, and may alter or omit stopping places shown on the ticket in case of necessity. Schedules are subject to change without notice. Carrier assumes no responsibility for making connections.
10. Passenger shall comply with Government travel requirements, present exit, entry and other required documents and arrive at airport by time fixed by carrier or, if no time is fixed, early enough to complete departure procedures.
11. No agent, servant or representative of carrier has authority to alter, modify or waive any provision of this contract.

ADVICE TO INTERNATIONAL PASSENGERS ON LIMITATION OF LIABILITY

Passengers on a journey involving an ultimate destination or a stop in a country other than the country of origin are advised that the provisions of a treaty known as the Warsaw Convention may be applicable to the entire journey, including any portion entirely within the country of origin or destination. For such passengers on a journey, to, from, or with an agreed stopping place in the United States of America, the Convention and special contracts of carriage embodied in applicable tariffs provide that the liability of certain carriers parties to such special contracts for death of or personal injury to passengers is limited in most cases to proven damages not to exceed U.S. \$75,000 per passenger, and that this liability up to such limit shall not depend on negligence on the part of the carrier. For such passengers traveling by a carrier not a party to such special contracts or on a journey not to, from, or having an agreed stopping place in the United States of America, liability of the carrier for death or personal injury to passengers is limited in most cases to approximately U.S. \$10,000 or U.S. \$20,000. The limit of liability of seventy-five thousand United States Dollars above is inclusive of legal fees and costs except that in case of a claim brought in a State where provision is made for separate award of legal fees and costs, the limit shall be the sum of fifty-eight thousand United States Dollars exclusive of legal fees and costs.

The names of carriers parties to such special contracts are available at all ticket offices of such carriers and may be examined on request.

Additional protection can usually be obtained by purchasing insurance from a private company. Such insurance is not affected by any limitation of the carrier's liability under the Warsaw Convention or such special contract of carriage. For further information, please consult your airline or insurance company representative.

NOTICE OF BAGGAGE LIABILITY LIMITATIONS

Liability for loss, delay, or damage to baggage is limited as follows unless a higher value is declared in advance and additional charges are paid: (1) for most international travel (including domestic portions of international journeys) to approximately \$9.07 per pound (\$20.00 per kilo) for checked baggage and \$400 per passenger for unchecked baggage; (2) for travel wholly between U.S. points, to \$500 per passenger on most carriers (a few have lower limits). Excess valuation may not be declared on certain types of valuable articles. Carriers assume no liability for fragile or perishable articles. Further information may be obtained from the carrier.

Règlement de RECONFIRMATION de Réservations

La procédure de reconfirmation est applicable dans le monde entier.

Afin de garantir vos réservations de continuation du voyage ou de retour, la reconfirmation est exigée, en conformité avec les conditions indiquées ci-dessous.

Lorsque vous effectuez une interruption de voyage de plus de 72 heures, veuillez reconfirmer votre intention d'utiliser votre prochaine réservation internationale de continuation du voyage ou de retour.

Vous devez reconfirmer au bureau de la Compagnie Aérienne qui garde votre prochaine réservation internationale dans la ville de laquelle votre vol partira, au plus tard 72 heures avant le départ de votre vol.

La Pan American acceptera la reconfirmation de votre prochaine réservation Pan Am internationale, à n'importe quel bureau Pan Am après que vous aurez effectué votre vol antérieur.

Si vous avez une interruption de voyage entre les vols internationaux de moins de 72 heures, la reconfirmation n'est pas obligatoire.

Cependant, en cas de changements de vos projets en tout temps (même pendant les 72 heures avant le départ de votre vol), veuillez annuler votre réservation.

Reservation RECONFIRMATION Regulations (Reconfirmation applies world-wide)

To ensure your continuing and return reservations, reconfirmation is required in accordance with the conditions set forth below.

If you have a stopover for more than 72 hours, reconfirm your intention of using your next international continuing or return reservation.

Reconfirm to the airline holding your next international reservation in the city from which your flight will depart at least 72 hours prior to departure.

Pan American will accept reconfirmation for your next international Pan Am reservation at any Pan Am office after you have completed your previous flight.

If your stopover between international flights is less than 72 hours, reconfirmation is not required.

However, in the event that your plans change at any time (even within 72 hours of your flight's departure) please cancel your reservation.

Reglamento de RECONFIRMACIÓN de Reservaciones

El procedimiento a seguir en cuanto a reconfirmación de reservaciones es aplicable en todas partes del mundo.

Para asegurar vuestras reservaciones de regreso o para continuar hacia otros puntos se requiere usted reconfirme las mismas de acuerdo con los procedimientos que abajo se detallan.

Si efectúa usted una escala mayor de 72 horas, deberá reconfirmar su intención de utilizar sus reservaciones de regreso o de continuación de viaje.

Deberá reconfirmar en las oficinas de la empresa de transporte aéreo en que haya de viajar, con no menos de 72 horas antes de la hora de salida de su vuelo.

La Pan American aceptará la reconfirmación para su próximo vuelo en Pan American en cualquier oficina de Pan American.

En el caso de que la escala que usted efectue entre dos vuelos internacionales sea menos de 72 horas de duración no será necesario que usted reconfirme su reservación.

En el caso de cambiar sus planes de viaje (aún dentro del plazo de 72 horas) es importante usted cancele sus reservaciones.

ISSUED BY **Pan American World Airways, Inc.** SUBJECT TO CONDITIONS OF CONTRACT ON PAGE 2 ORIGIN _____ DESTINATION _____ **026 4401504315**

NAME OF PASSENGER **Howel, Dr** NOT TRANSFERABLE CONJUNCTION TICKETS: _____ FLIGHT COUPON **4** FROM/TO _____ AIRLINE _____ FORM _____ SERIAL NUMBER _____

ISSUED IN EXCHANGE FOR _____ DATE OF ISSUE **WAS** CARRIER _____ FARE CALCULATION _____

COUPONS NOT VALID BEFORE **1 2 3 4** ORIGINAL CARRIER FORM & SERIAL NO. _____ PLACE DATE AGENT'S NUMERIC CODE _____

COUPONS NOT VALID AFTER **1 2 3 4** TICKET DESIGNATOR _____ TOUR CODE _____

X/O	GOOD FOR PASSAGE BETWEEN POINTS - OUTLINED BY HEAVY RULE	FARE BASIS	ALLOW	CARRIER	FLIGHT/CLASS	DATE	TIME	STATUS
	FROM Washington	Y	KG	NA	1094	March 9	9:00 AM	11
	TO Miami	Y	KG	NA	1144	March 10	11:00 AM	11
	TO San Juan	Y	KG	NA	1244	March 11	11:00 AM	11
	FROM San Juan	Y	KG	NA	1344	March 12	11:00 AM	11

Agent **WASH DC** DATE AND PLACE OF ISSUE _____

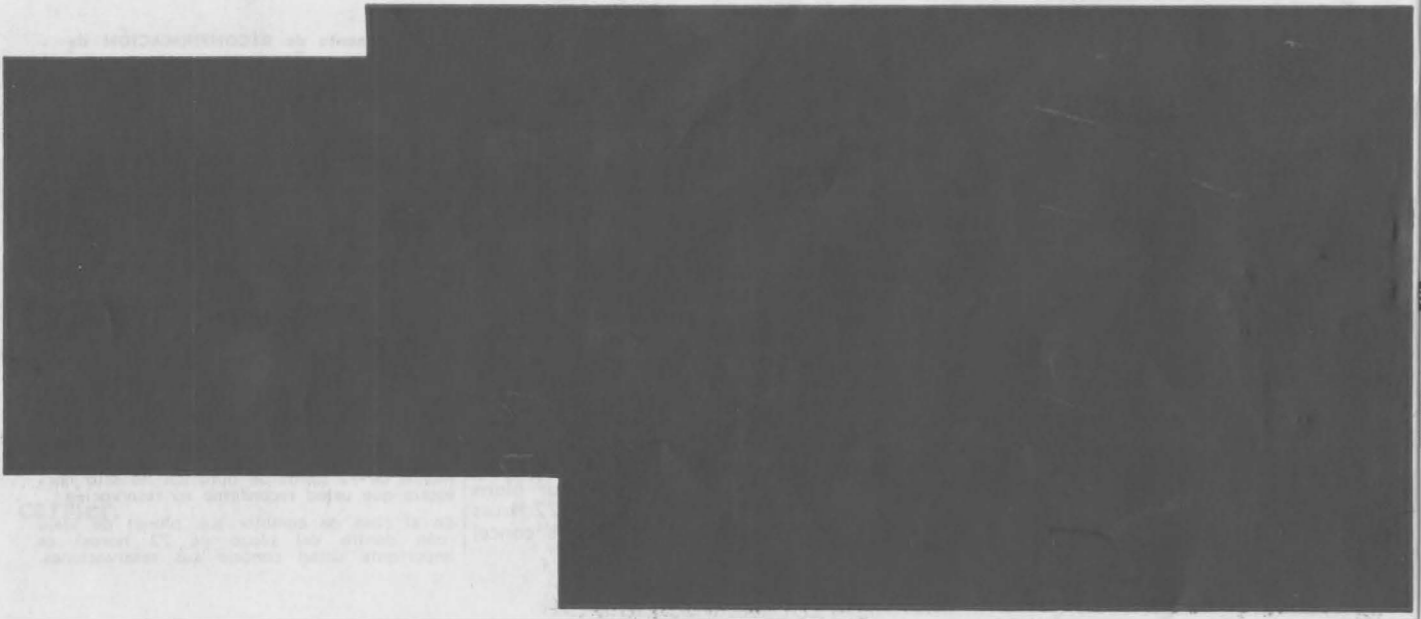
FARE _____

TO	BAGGAGE CHECKED UNCK'D	PCS	UNCK WT.	PCS	UNCK WT.	PCS	UNCK WT.	PCS	UNCK WT.	FORM OF PAYMENT
Washington	1	1	WT.	2	WT.	3	WT.	4	WT.	CASH

FARE **234.75** EQUIV. AMT. PD _____ ENDORSEMENTS/RESTRICTIONS (CARBON) _____ CPN | AIRLINE | FORM AND SERIAL NUMBER | CK

TAX **3.00** TOTAL **237.75** **4 026 4401504315 0**

DO NOT MARK OR WRITE IN THE WHITE AREA ABOVE



DENNISON & SONS PTD. IN U.S.A.

ISSUED BY

3-7-75
CTO
WASH. D.C.

0264401504315

[Redacted area with handwritten notes: "N/A", "6/17/67", "12 PM", "11/19"]

ISSUED BY **Pan American World Airways, Inc.** SUBJECT TO CONDITIONS OF CONTRACT ON PAGE 2

ORIGIN _____ DESTINATION _____

0264401504315

NAME OF PASSENGER _____ NOT TRANSFERABLE _____ CONJUNCTION TICKET(S) _____

ISSUED IN EXCHANGE FOR _____ DATE OF ISSUE 11/19/75

COUPONS NOT VALID BEFORE: 1 2 3 4 ORIGINAL ISSUE _____

COUPONS NOT VALID AFTER: 1 2 3 4 TICKET DESIGNATOR _____ TOUR CODE _____

X/O	NOT GOOD FOR PASSAGE	FARE BASIS	ALLOW	CARRIER	FLIGHT/CLASS	DATE	TIME	STATUS
	FROM		KG					
	TO		KG					
	TO		KG					
	TO		KG					
	TO		KG					

BAGGAGE CHECKED UNCK'D: 1 PCS. UNCK. WT. 2 UNCK. PCS. 3 UNCK. PCS. 4 UNCK. WT.

FARE _____ EQUIV. AMT. PD. _____ ENDORSEMENTS/RESTRICTIONS (CARBON) _____

TAX _____ TOTAL _____

FORM OF PAYMENT _____

CPN AIRLINE FORM AND SERIAL NUMBER CK

MAR 27 1975

PAT-5
CTO
WASH. D.C.

Agent: *[Signature]*

DENNISON & SONS F.I.L. IN U.S.A.

ENDORSEMENTS

REFUND COUPON

(Not to be filled out and not valid if ticket is issued against a Government Transportation Request or Warrant or other credit contract.)

Subject to the tariffs, rules and regulations of the Carriers and to all applicable laws and governmental regulations, refund will be made only to the passenger, unless another person shall have been designated below as Refund Payee, and in that event only to such Refund Payee; and in any case only upon surrender of the Passenger Coupon, all unused Flight Coupons and Excess Baggage Tickets.

(Refund Payee)

Signature of Passenger or Purchaser



PAN AM

Ticket and
Baggage Check

0264401504312

ISSUED BY
PAN AMERICAN WORLD AIRWAYS, INC.
MEMBER OF INTERNATIONAL
AIR TRANSPORT ASSOCIATION

EACH PASSENGER SHOULD
CAREFULLY EXAMINE THIS
TICKET PARTICULARLY THE
CONDITIONS ON PAGE 2

CARRIER RESERVES THE RIGHT
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PERSON WHO HAS ACQUIRED A
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Four Coupon

NOTICE

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3. To the extent not in conflict with the foregoing carriage and other services performed by each carrier are subject to: (I) provisions contained in this ticket, (II) applicable tariffs, (III) carrier's conditions of carriage and related regulations which are made part hereof (and are available on application at the offices of carrier), except in transportation between a place in the United States or Canada and any place outside thereof to which tariffs in force in those countries apply.
4. Carrier's name may be abbreviated in the ticket, the full name and its abbreviation being set forth in carrier's tariffs, conditions of carriage, regulations or timetables; carrier's address shall be the airport of departure shown opposite the first abbreviation of carrier's name in the ticket; the agreed stopping places are those places set forth in this ticket or as shown in carrier's timetables as scheduled stopping places on the passenger's route; carriage to be performed hereunder by several successive carriers is regarded as a single operation.
5. An air carrier issuing a ticket for carriage over the lines of another air carrier does so only as its agent.
6. Any exclusion or limitation of liability of carrier shall apply to and be for the benefit of agents, servants and representatives of carrier and any person whose aircraft is used by carrier for carriage and its agents, servants and representatives.
7. Checked baggage will be delivered to bearer of the baggage check. In case of damage to baggage moving in international transportation complaint must be made in writing to carrier forthwith after discovery of damage and, at the latest, within 7 days from receipt; in case of delay, complaint must be made within 21 days from date the baggage was delivered. See tariffs or conditions of carriage regarding non-international transportation.
8. This ticket is good for carriage for one year from date of issue, except as otherwise provided in this ticket, in carrier's tariffs, conditions of carriage, or related regulations. The fare for carriage hereunder is subject to change prior to commencement of carriage. Carrier may refuse transportation if the applicable fare has not been paid.
9. Carrier undertakes to use its best efforts to carry the passenger and baggage with reasonable dispatch. Times shown in timetable or elsewhere are not guaranteed and form no part of this contract. Carrier may without notice substitute alternate carriers or aircraft, and may alter or omit stopping places shown on the ticket in case of necessity. Schedules are subject to change without notice. Carrier assumes no responsibility for making connections.
10. Passenger shall comply with Government travel requirements, present exit, entry and other required documents and arrive at airport by time fixed by carrier or, if no time is fixed, early enough to complete departure procedures.
11. No agent, servant or representative of carrier has authority to alter, modify or waive any provision of this contract.

ADVICE TO INTERNATIONAL PASSENGERS ON LIMITATION OF LIABILITY

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The names of carriers parties to such special contracts are available at all ticket offices of such carriers and may be examined on request.

Additional protection can usually be obtained by purchasing insurance from a private company. Such insurance is not affected by any limitation of the carrier's liability under the Warsaw Convention or such special contract of carriage. For further information, please consult your airline or insurance company representative.

NOTICE OF BAGGAGE LIABILITY LIMITATIONS

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Règlement de RECONFIRMATION de Réservations

La procédure de reconfirmation est applicable dans le monde entier.

Afin de garantir vos réservations de continuation du voyage ou de retour, la reconfirmation est exigée, en conformité avec les conditions indiquées ci-dessous.

Lorsque vous effectuez une interruption de voyage de plus de 72 heures, veuillez reconfirmer votre intention d'utiliser votre prochaine réservation internationale de continuation du voyage ou de retour.

Vous devez reconfirmer au bureau de la Compagnie Aérienne qui garde votre prochaine réservation internationale dans la ville de laquelle votre vol partira, au plus tard 72 heures avant le départ de votre vol.

La Pan American acceptera la reconfirmation de votre prochaine réservation Pan Am internationale, à n'importe quel bureau Pan Am après que vous aurez effectué votre vol antérieur.

Si vous avez une interruption de voyage entre les vols internationaux de moins de 72 heures, la reconfirmation n'est pas obligatoire.

Cependant, en cas de changements de vos projets en tout temps (même pendant les 72 heures avant le départ de votre vol), veuillez annuler votre réservation.

Reservation RECONFIRMATION Regulations (Reconfirmation applies world-wide)

To ensure your continuing and return reservations, reconfirmation is required in accordance with the conditions set forth below.

If you have a stopover for more than 72 hours, reconfirm your intention of using your next international continuing or return reservation.

Reconfirm to the airline holding your next international reservation in the city from which your flight will depart at least 72 hours prior to departure.

Pan American will accept reconfirmation for your next international Pan Am reservation at any Pan Am office after you have completed your previous flight.

If your stopover between international flights is less than 72 hours, reconfirmation is not required.

However, in the event that your plans change at any time (even within 72 hours of your flight's departure) please cancel your reservation.

Reglamento de RECONFIRMACIÓN de Reservas

El procedimiento a seguir en cuanto a reconfirmación de reservas es aplicable en todas partes del mundo.

Para asegurar vuestras reservas de regreso o para continuar hacia otros puntos se requiere usted reconfirme las mismas de acuerdo con los procedimientos que abajo se detallan.

Si efectúa usted una escala mayor de 72 horas, deberá reconfirmar su intención de utilizar sus reservas de regreso o de continuación de viaje.

Deberá reconfirmar en las oficinas de la empresa de transporte aéreo en que haya de viajar, con no menos de 72 horas antes de la hora de salida de su vuelo.

La Pan American aceptará la reconfirmación para su próximo vuelo en Pan American en cualquier oficina de Pan American.

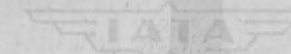
En el caso de que la escala que usted efectue entre dos vuelos internacionales sea menos de 72 horas de duración no será necesario que usted reconfirme su reservación.

En el caso de cambiar sus planes de viaje (aún dentro del plazo de 72 horas) es importante usted cancele sus reservas.

Pan American



34

ISSUED BY		Pan American World Airways, Inc.				SUBJECT TO CONDITIONS OF CONTRACT ON PAGE 2		ORIGIN		DESTINATION		0264401504312	
NAME OF PASSENGER		NOT TRANSFERABLE		CONJUNCTION TICKETS		ISSUED IN EXCHANGE FOR		DATE OF ISSUE		PASSENGER'S COUPON		FROM/TO	
												CARRIER	
												FARE CALCULATION	
COUPONS NOT VALID BEFORE		1 2 3 4		ORIGINAL ISSUE		CARRIER FORM & SERIAL NO.		PLACE DATE		AGENT'S NUMERIC CODE			
COUPONS NOT VALID AFTER		1 2 3 4		TICKET DESIGNATOR		TOUR CODE							
X/O	NOT GOOD FOR PASSAGE	FARE BASIS	ALLOW	CARRIER	FLIGHT/CLASS	DATE	TIME	STATUS					
FROM			KG										
TO			KG										
TO			KG										
TO			KG										
TO			KG										
TO		BAGGAGE CHECKED UNCK'D	PCS. WT.	UNCK PCS. WT.	UNCK PCS. WT.	UNCK PCS. WT.	UNCK PCS. WT.	UNCK PCS. WT.	FORM OF PAYMENT		FARE		
			1 2 3 4	2 3 4	3 4	4					DATE AND PLACE OF ISSUE		
FARE	EQUIV. AMT. PD.	ENDORSEMENTS/RESTRICTIONS (CARBON)						CPN	AIRLINE	FORM AND SERIAL NUMBER	CK		
TAX	TOTAL												

PAT-5
CTO
WASH. D.C.

Agent DATE AND PLACE OF ISSUE

BRAND FORD LIBRARY

ENDORSEMENTS

REFUND COUPON

(Not to be filled out and not valid if ticket is issued against a Government Transportation Request or Warrant or other credit contract.)

Subject to the tariffs, rules and regulations of the Carriers and to all applicable laws and governmental regulations, refund will be made only to the passenger, unless another person shall have been designated below as Refund Payee, and in that event only to such Refund Payee; and in any case only upon surrender of the Passenger Coupon, all unused Flight Coupons and Excess Baggage Tickets.

(Refund Payee)

Signature of Passenger or Purchaser



VUELO

FLIGHT

302

DOMINICANA DE AVIACION



DOMINICANA DE AVIACION

**PASE AL AVION
BOARDING PASS**

VUELO

FLIGHT

302

**TURISTA
TOURIST**

32

ASIENTO No.

SEAT No.

ISSUED BY



National Airlines

PASSENGER TICKET AND BAGGAGE CHECK
SUBJECT TO CONDITIONS
OF CONTRACT ON
PASSENGER'S COUPON
PASSENGER'S COUPON

ORIGIN

TATIC

AIRLINE FORM

SERIAL NUMBER

0104451600034

ENDORSEMENTS (CARBON)

DEPART
COUNT

NAME OF PASSENGER

NOT TRANSFERABLE

DATE OF ISSUE

30 MAR 75

ISSUED IN EXCHANGE FOR

0264401504313

DATE AND PLACE OF ORIGINAL ISSUE

3/27/75 PIT-5

HOWE/LMS

(LISE)

(USA)

YWXE 21
TOUR CODE0264401504313
CONJUNCTION TICKET(S)

DATE AND PLACE OF ISSUE

X/O	NOT GOOD FOR PASSAGE	CARRIER	FLIGHT	CLASS	DATE	TIME	STATUS	FARE BASIS/TKT. DESIGNATOR	NOT VALID BEFORE	NOT VALID AFTER	ALLOW
	FROM										
	WAS/NATIONAL	NA	309	Y	30MAR	900A	OK	Y			
	TO										
	MIAMI FLA.	PA	256	Y	30MAR	125P	OK	Y			
	TO										
	SAN JUAN P.R.	PA	436	Y	30MAR	450P	OK	Y			
	TO										
	SANTO DOMINGO DR										
	TO										
	VOID-VOID-VOID										

BAGGAGE
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WT.

FORM OF PAYMENT

FARE

24318

2 65

FARE CALCULATION

TAX

300

TOTAL

24618

A/C 8.50

FOR ISSUING OFFICE ONLY

EQUIV.
AMT.
PD.

22

ROUTE CODE

CPN

TICKET NUMBER

CK

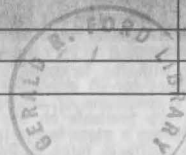
040 595 314 2 202AX

VALID 03 75

THRU 11 75

64

LISE C HOWE



PRINTED IN U.S.A. BY RAND McNALLY 882-3097

IT IS UNLAWFUL TO PURCHASE OR RESELL THIS TICKET FROM/TO ANY OTHER SOURCE THAN NATIONAL AIRLINES, INC. OR ITS AUTHORIZED TRAVEL AGENT

NOTICE OF BAGGAGE LIABILITY LIMITATIONS

Liability for loss, delay, or damage to baggage is limited as follows unless a higher value is declared in advance and additional charges are paid: (1) For most international travel (including domestic portions of international journeys) to approximately \$9.07 per pound (\$20.00 per kilo) for checked baggage and \$400 per passenger for unchecked baggage; (2) For travel wholly between U.S. points, to \$500 per passenger on most carriers (a few have lower limits). Excess valuation may not be declared on certain types of valuable articles. Carriers assume no liability for fragile or perishable articles. Further information may be obtained from the carrier.

IMPORTANT NOTICE—INTERNATIONAL RESERVATIONS MUST BE RECONFIRMED

If you break your journey for more than 72 hours at any point, please reconfirm your intention of using your continuing or return reservation.

To do so, please inform the airline office at the point where you intend to resume your journey at least 72 hours before departure of your flight.

If your journey is wholly within Europe, this notice does not apply to you.

Failure to reconfirm will result in the cancellation of your reservation(s).

NATIONAL AIRLINES, INC.

 **PAN AM** Ticket and
Baggage Check

0264401504313

ISSUED BY
PAN AMERICAN WORLD AIRWAYS, INC.
MEMBER OF INTERNATIONAL
AIR TRANSPORT ASSOCIATION

EACH PASSENGER SHOULD
CAREFULLY EXAMINE THIS
TICKET PARTICULARLY THE
CONDITIONS ON PAGE 2

CARRIER RESERVES THE RIGHT
TO REFUSE CARRIAGE TO ANY
PERSON WHO HAS ACQUIRED A
TICKET IN VIOLATION OF APPLICABLE
LAW OR CARRIER'S TARIFFS,
RULES OR REGULATIONS.

If the passenger's journey involves an ultimate destination or stop in a country other than the country of departure the Warsaw Convention may be applicable and the Convention governs and in most cases limits the liability of carriers for death or personal injury and in respect of loss of or damage to baggage. See also notice headed "Advice to International Passengers on Limitation of Liability."

NOTICE

CONDITIONS OF CONTRACT

1. As used in this contract "ticket" means this passenger ticket and baggage check, of which these conditions and the notices form part, "carriage" is equivalent to "transportation", "carrier" means all air carriers that carry or undertake to carry the passenger or his baggage hereunder or perform any other service incidental to such air carriage. "WARSAW CONVENTION" means the Convention for the Unification of Certain Rules Relating to International Carriage by Air signed at Warsaw, 12th October 1929, or that Convention as amended at The Hague, 28th September 1955, whichever may be applicable.

2. Carriage hereunder is subject to the rules and limitations relating to liability established by the Warsaw Convention unless such carriage is not "international carriage" as defined by that Convention.

3. To the extent not in conflict with the foregoing carriage and other services performed by each carrier are subject to: (I) provisions contained in this ticket, (II) applicable tariffs, (III) carrier's conditions of carriage and related regulations which are made part hereof (and are available on application at the offices of carrier), except in transportation between a place in the United States or Canada and any place outside thereof to which tariffs in force in those countries apply.

4. Carrier's name may be abbreviated in the ticket, the full name and its abbreviation being set forth in carrier's tariffs, conditions of carriage, regulations or timetables; carrier's address shall be the airport of departure shown opposite the first abbreviation of carrier's name in the ticket; the agreed stopping places are those places set forth in this ticket or as shown in carrier's timetables as scheduled stopping places on the passenger's route; carriage to be performed hereunder by several successive carriers is regarded as a single operation.

5. An air carrier issuing a ticket for carriage over the lines of another air carrier does so only as its agent.

6. Any exclusion or limitation of liability of carrier shall apply to and be for the benefit of agents, servants and representatives of carrier and any person whose aircraft is used by carrier for carriage and its agents, servants and representatives.

7. Checked baggage will be delivered to bearer of the baggage check. In case of damage to baggage moving in international transportation complaint must be made in writing to carrier forthwith after discovery of damage and, at the latest, within 7 days from receipt; in case of delay, complaint must be made within 21 days from date the baggage was delivered. See tariffs or conditions of carriage regarding non-international transportation.

8. This ticket is good for carriage for one year from date of issue, except as otherwise provided in this ticket, in carrier's tariffs, conditions of carriage, or related regulations. The fare for carriage hereunder is subject to change prior to commencement of carriage. Carrier may refuse transportation if the applicable fare has not been paid.

9. Carrier undertakes to use its best efforts to carry the passenger and baggage with reasonable dispatch. Times shown in timetable or elsewhere are not guaranteed and form no part of this contract. Carrier may without notice substitute alternate carriers or aircraft, and may alter or omit stopping places shown on the ticket in case of necessity. Schedules are subject to change without notice. Carrier assumes no responsibility for making connections.

10. Passenger shall comply with Government travel requirements, present exit entry and other required documents and arrive at airport by time fixed by carrier or, if no time is fixed, early enough to complete departure procedures.

11. No agent, servant or representative of carrier has authority to alter, modify or waive any provision of this contract.

ADVICE TO INTERNATIONAL PASSENGERS ON LIMITATION OF LIABILITY

Passengers on a journey involving an ultimate destination or a stop in a country other than the country of origin are advised that the provisions of a treaty known as the Warsaw Convention may be applicable to the entire journey, including any portion entirely within the country of origin or destination. For such passengers on a journey, to, from, or with an agreed stopping place in the United States of America, the Convention and special contracts of carriage embodied in applicable tariffs provide that the liability of certain carriers parties to such special contracts for death of or personal injury to passengers is limited in most cases to proven damages not to exceed U.S. \$75,000 per passenger, and that this liability up to such limit shall not depend on negligence on the part of the carrier. For such passengers traveling by a carrier not a party to such special contracts or on a journey not to, from, or having an agreed stopping place in the United States of America, liability of the carrier for death or personal injury to passengers is limited in most cases to approximately U.S. \$10,000 or U.S. \$20,000. The limit of liability of seventy-five thousand United States Dollars above is inclusive of legal fees and costs except that in case of a claim brought in a State where provision is made for separate award of legal fees and costs, the limit shall be the sum of fifty-eight thousand United States Dollars exclusive of legal fees and costs.

The names of carriers parties to such special contracts are available at all ticket offices of such carriers and may be examined on request.

Additional protection can usually be obtained by purchasing insurance from a private company. Such insurance is not affected by any limitation of the carrier's liability under the Warsaw Convention or such special contract of carriage. For further information, please consult your airline or insurance company representative.

NOTICE OF BAGGAGE LIABILITY LIMITATIONS

Liability for loss, delay, or damage to baggage is limited as follows unless a higher value is declared in advance and additional charges are paid: (1) for most international travel (including domestic portions of international journeys) to approximately \$9.07 per pound (\$20.00 per kilo) for checked baggage and \$400 per passenger for unchecked baggage; (2) for travel wholly between U.S. points, to \$500 per passenger on most carriers (a few have lower limits). Excess valuation may not be declared on certain types of valuable articles. Carriers assume no liability for fragile or perishable articles. Further information may be obtained from the carrier.

Règlement de RECONFIRMATION de Réservations

La procédure de reconfirmation est applicable dans le monde entier.

Afin de garantir vos réservations de continuation du voyage ou de retour, la reconfirmation est exigée, en conformité avec les conditions indiquées ci-dessous.

Lorsque vous effectuez une interruption de voyage de plus de 72 heures, veuillez reconfirmer votre intention d'utiliser votre prochaine réservation internationale de continuation du voyage ou de retour.

Vous devez reconfirmer au bureau de la Compagnie Aérienne qui garde votre prochaine réservation internationale dans la ville de laquelle votre vol partira, au plus tard 72 heures avant le départ de votre vol.

La Pan American acceptera la reconfirmation de votre prochaine réservation Pan Am internationale, à n'importe quel bureau Pan Am après que vous aurez effectué votre vol antérieur.

Si vous avez une interruption de voyage entre les vols internationaux de moins de 72 heures, la reconfirmation n'est pas obligatoire.

Cependant, en cas de changements de vos projets en tout temps (même pendant les 72 heures avant le départ de votre vol), veuillez annuler votre réservation.

Reservation RECONFIRMATION Regulations (Reconfirmation applies world-wide)

To ensure your continuing and return reservations, reconfirmation is required in accordance with the conditions set forth below.

If you have a stopover for more than 72 hours, reconfirm your intention of using your next international continuing or return reservation.

Reconfirm to the airline holding your next international reservation in the city from which your flight will depart at least 72 hours prior to departure.

Pan American will accept reconfirmation for your next international Pan Am reservation at any Pan Am office after you have completed your previous flight.

If your stopover between international flights is less than 72 hours, reconfirmation is not required.

However, in the event that your plans change at any time (even within 72 hours of your flight's departure) please cancel your reservation.

Reglamento de RECONFIRMACIÓN de Reservas

El procedimiento a seguir en cuanto a reconfirmación de reservas es aplicable en todas partes del mundo.

Para asegurar vuestras reservas de regreso o para continuar hacia otros puntos se requiere usted reconfirme las mismas de acuerdo con los procedimientos que abajo se detallan.

Si efectúa usted una escala mayor de 72 horas, deberá reconfirmar su intención de utilizar sus reservas de regreso o de continuación de viaje.

Deberá reconfirmar en las oficinas de la empresa de transporte aéreo en que haya de viajar, con no menos de 72 horas antes de la hora de salida de su vuelo.

La Pan American aceptará la reconfirmación para su próximo vuelo en Pan American en cualquier oficina de Pan American.

En el caso de que la escala que usted efectue entre dos vuelos internacionales sea menos de 72 horas de duración no será necesario que usted reconfirme su reservación.

En el caso de cambiar sus planes de viaje (aún dentro del plazo de 72 horas) es importante usted cancele sus reservas.

ISSUED BY **Pan American World Airways, Inc.** SUBJECT TO CONDITIONS OF CONTRACT ON PAGE 2 ORIGIN DESTINATION
PASSENGER TICKET AND BAGGAGE CHECK **0264 401504313**

NAME OF PASSENGER **U. HOLLAND** NOT TRANSFERABLE CONJUNCTION TICKETS? PASSENGER'S COUPON FROM/TO CARRIER FARE CALCULATION

COUPONS NOT VALID FOR ORIGINAL ISSUE ISSUED IN EXCHANGE FOR DATE OF ISSUE CARRIER FORM & SERIAL NO. PLACE DATE AGENT'S NUMERIC CODE
 1 2 **FARE** **MAR 30 '75** ORIGINAL ISSUE
 COUPONS NOT VALID AFTER TICKET DESIGNATOR TOUR CODE
 1 212 13 3314

X/O	NOT GOOD FOR PASSAGE	FARE BASIS	ALLOW	CARRIER	FLIGHT/CLASS	DATE	TIME	STATUS
	FROM		KG					
	TO		KG					
	TO		KG					
	TO		KG					
	TO		KG					

BAGGAGE CHECKED UNCK'D. PCS WT. UNCK PCS WT. UNCK PCS WT. UNCK PCS WT. UNCK WT. FARE

FARE EQUIV. AMT. PD. ENDORSEMENTS/RESTRICTIONS (CARBON) CPN AIRLINE FORM AND SERIAL NUMBER CK
 TAX TOTAL

ATA

Agent **M/S** DATE AND PLACE OF ISSUE
 FARE



VUELO

FLIGHT

302

DOMINICANA DE AVIACION



DOMINICANA DE AVIACION

PASE AL AVION
BOARDING PASS

VUELO

FLIGHT

302

TURISTA
TOURIST

31

ASIENTO No.

SEAT No.

Wash. Post — April 12, 1975 —

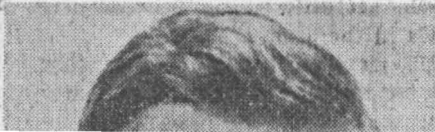
Howe Seen as a Disturbed Man

By Stephen J. Lynton

and Alfred E. Lewis

Washington Post Staff Writers

of James W. Howe, the husband of Nancy Howe, First Lady Betty Ford's



ries to the Howes on Sunday, about who paid the cost of the trip with Park. Howe called back several times, Monday saying that his wife had repaid Mrs. Dickinson.

He also urged that the article be

However, the Select Committee

Dec. trip

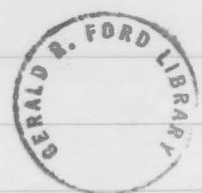
- by whom & where were tickets purchased?
- how were unused 2 tickets disposed of?
- arrangements with U.S. embassy - stay & meeting
- intention to reimburse Park for Courtney's expenses over \$300

Santo Domingo trip:

- Plans to go to Palm Beach to stay at Park's condominium until failure of furniture to arrive
- Park intention that it's be his guests in S.D.
- Prior intention to pay own way. If so, how?
- Representations that Tandy had been reimbursed
- Then promise ~~she~~ exacted that she would be reimbursed
- Tandy came to house on Sunday, why not reimbursement then
- All contacts with M.C.? Changed stories
- How Post ~~pub~~ publication was stopped?



In ~~light~~^{view} of this deteriorating military situation,
and on the basis of the recommendations of
the American Ambassador to the Khmer Republic, U.S.
military forces equipped for combat were



Christmas dinner Constantino Stackelberg

- P. & D., G.S., Tarse Scott (?)

- Dk said no but P. got tickets & gave them
at P's home when she stopped to see D - J ticketed from N.Y -
to C on 27th & C. turned them in at

Am. or Nat. in Statler for 2 checks & gave to J.

- 26 was car accident but did not
preclude trip because J. went to
N.Y for talk Saturday.

- 26 trip to night of 31st

- J. went in Hosp. for hernia op. on 1/6/75

- drinks at H. home between ^{Jan} 1 & 6 when

J. took envelope with cash & gave to P. in
H's kitchen \$800

- cashed at Riggs Bank - "Friendship
of Warren + Wisconsin"
"Grass what I've done"

- Jan 5

out of
country

on Jan. 4

refund
for tickets

Garnett Stackelberg - called Amb. Hova, who called
writes for Palm Beach paper on Thurs.
tried to reach N by phone, but never took call.

C. gave P. on Sat. \$300

+ \$400 on Mon.

Pitz
Hotel
1300-1300
1971
week

Grabor's party talked of going to Palm Beach

N. Explored idea with G.S. about reservations

Know status of S. Dom. home of P.

Amb. made reservations

4 \$50 cheques + \$800 check = \$1,000

+ bill from hotel - cleared Tues

Am & Security Bank.

(Georgetown Bank)



Am Express card (shown on registration card at hotel)

\$500 bought 3/27/75 (#648, N's salary check)

N had 3 blank checks

left 7 with N, all
signed - cashed those
- took back &
to get S.D
money

#41610

Mike + sister + friend

Sandy Stackelberg

▽

3 tickets

Two days before



07 05 139 204

ACCOUNT NUMBER

The RIGGS NATIONAL BANK
of WASHINGTON, D. C.

01-20-75

DATE OF THIS STATEMENT

----- MR JAMES W HOWE &/OR
 ----- MRS NANCY M HOWE
 ----- 3017 CATHEDRAL AVE N W
 ----- WASHINGTON D C

20008

CHECKS AND DEBITS		DEPOSITS AND CREDITS	DATE	BALANCE
		BALANCE FORWARD	12 19 4	1,227.24
165.90			12 19 4	1,061.34
3.00SC			12 20 4	1,058.34
50.00	7.10	1,353.76	12 23 4	
71.90			12 23 4	2,283.10
62.51DM	259.25DM		12 24 4	1,961.34
31.24	31.75		12 26 4	1,898.35
23.58	58.40		12 27 4	1,816.37
209.12		702.39	12 30 4	2,309.64
50.00	22.00		12 31 4	
50.00			12 31 4	2,187.64
		648.76	01 03 5	2,836.40
10.00	10.00		01 06 5	2,816.40
500.00	339.97	400.00	01 07 5	2,376.43
12.02	18.00		01 08 5	
30.00	270.85		01 08 5	2,045.56
347.00			01 09 5	1,698.56
15.00	35.00		01 10 5	
50.44	138.37		01 10 5	1,459.75
3.73	25.00		01 13 5	1,431.02
5.00	20.00		01 14 5	
20.00	20.00		01 14 5	
20.00	20.00		01 14 5	
20.00	20.00		01 14 5	
20.00	20.00		01 14 5	
20.00	20.00		01 14 5	
21.00	21.00		01 14 5	
21.00	21.00		01 14 5	
22.00	30.00		01 14 5	1,070.02
7.90	15.00		01 15 5	
56.30			01 15 5	990.82
50.00			01 16 5	940.82
		648.76	01 17 5	
4.99		668.62	01 17 5	2,253.21
.56	5.32		01 20 5	
10.00	25.00		01 20 5	
36.00			01 20 5	2,176.33

STATEMENT OF CHECKING ACCOUNT

KEY CC CERTIFIED CHECK
 CM CREDIT MEMORANDUM
 DM DEBIT MEMORANDUM
 EC ERROR CORRECTED

OD OVERDRAWN
 PR PAYROLL CREDIT
 RT RETURN ITEM
 SC SERVICE CHARGE (FOR
 PREVIOUS STATEMENT PERIOD)

NO. OF DEBITS

57

LAST AMOUNT IN THIS
 COLUMN IS YOUR BALANCE

[April 1975?]

Below I describe the charges made by Maxine Cheshire in her original newspaper story for the Washington Post -- a story which was held up and then published only in revised form after the death of Jim Howe. After each charge, I comment on the relevant evidence I have learned.

- (1) The charge is that Nancy Howe accepted for herself, Jim Howe, and their daughter, Lise Courtney, age 22, the invitation of Tongsun Park to be his guest in the Dominican Republic resort of LaRomana and accepted his hospitality for rent of a villa there for which she made reimbursement belatedly and only after having been challenged by Maxine. Park was not on the trip, but his mistress Tandy Dickinson accompanied the Howes and paid for the charges of the party at the resort.

Maxine further charges that the invitation was originally to use a new condominium unit belonging to Park in Palm Beach which proved to be unavailable because furnishings had not arrived on time. Park also owned land in the



LaRomana setting on which he intends to build his house and she quotes Jim Howe as saying, "we thought we would be staying in the house he bought there, but that isn't finished either. We didn't realize he would be renting a villa."

It appears that Tandy Dickinson, now divorced, is a native of Lynchburg, Virginia, original home of Nancy Howe, and that Tandy has been a close friend of the Howe family from the time she came to Washington and suffered through a two-year marriage to Mr. Dickinson. This friendship long preceded acquaintance by the Howes with Park, which did not begin until the summer of 1974. In March of this year when Park learned that the Howes were planning an Easter vacation trip, he did talk about having them use the condominium apartment he expected to have ready in the near future. Jim Howe says he did not look upon this as a place where he and his family would get free lodging but a place which would be available for rental to them. The Howe family also talked with George and Betty Beale Grabel about joining them on the possible trip to Palm Beach.

The Howes realized well in advance of the time for the vacation trip that the Park condominium would not be ready and they inquired of Garrett Stackleberg about finding



rooms at the Breakers Hotel or some other place in Palm Beach but learned that reservations would be difficult to obtain.

The Howes were friends of Ambassador Vicioso from the Dominican Republic, and he urged them to visit his country and particularly the resort of LaRomana. Jim Howe had received glowing comments about this resort from one of his colleagues, and he and the family had learned from Tandy Dickinson about her visit to the same resort in February. Although the Howes knew Park had purchased a lot in the LaRomana area for purposes of building a new home, they understood that the home was still in the planning stages. Only after they had tentatively made plans to take their vacation at LaRomana did Tandy Dickinson, according to her statement, determine that she would like to go with them, at a time when she knew Park would be away from the country.

The Howes relied on Tandy to make the reservations for the flight to Santa Domingo and on Ambassador Vicioso to make the room reservations. When Jim Howe was told that flights had been booked on National airlines to Miami and on PanAm from Miami to Santa Domingo, he on March 27 went to the National Airlines ticket office in Washington to purchase the three tickets for the Howe family, intending to use his American Express card. Then he found that the tickets had



been issued by PanAm and he went to the PanAm office where he purchased the tickets, stubs of which show that each of the three tickets were paid for by a charge against his American Express card. The same day he went to the branch at Warren and Wisconsin Avenue of the Riggs Bank where he purchased ten \$50.00 American Express cheques, using his personal check number 4610 and at the same time he deposited his wife's salary check in the amount of \$648.00. Mrs. Dickinson purchased her own ticket. On the same day, Jim Howe verified that he had a balance of \$1,300 in the joint checking account at the Riggs Bank, and that he had available an overline credit of \$970.00. Jim Howe took with him on the trip three blank personal checks to be used if necessary.

The flight occurred on March 28 and on arrival in Santa Domingo, the three members of the Howe family and Mrs. Dickinson were taken to LaRomana in the courtesy car furnished by the resort to all customers coming in by air. When Jim Howe registered for the two rooms occupied by the Howes, he showed his American Express card for purposes of having it recorded on the registration card that he would be making payment by means of a charge to his American Express card.



Because of a lecture engagement in New York, Jim Howe left on April 1, three days before the others did. At the time he left Nancy with seven of the original ten American Express cheques and with the remainder of his Dominican Republic money which he had obtained by cashing two of the other cheques. The tenth cheque Jim Howe took back to New York with him. Jim had signed all seven checks in blank for Nancy to use, and he also left with her the three blank personal checks which he had taken along.

Tandy Dickinson advises that she paid the hotel bill for the four persons up through Thursday, April 3 in the amount of \$1,475 in cash, with the understanding that the remaining charges up to the time the party left on April 4 would be mailed to the Howes on their return.

The women arrived back in Miami on the afternoon of April 4. Nancy Howe intended to continue on to Washington that afternoon, but Lise Courtney and Tandy planned to stay on in Miami at a friend's house until Sunday.

Maxine Cheshire had tried to call Nancy on Thursday night in Santa Domingo but she was not available, and Nancy returned the call only after she arrived in Miami. On that call, Maxine charged the Howes with illegally having accepted the benefits of a vacation from Tongsun Park.



Nancy denied this and said she had paid Tandy for the Howes' share of the expenses, although up to that time this was not the case.

After Mr. & Mrs. Howe were both back in Washington on Sunday but before Tandy and Lise Courtney had returned, Maxine Cheshire met with them in the company of their neighbor, Terisa Scott. Jim Howe says that he denied any intention to have avoided payment on the Howes' share of the vacation expenses and said he intended to reimburse Tandy when she returned. Although Tandy did return to the Howes' home with Lise Courtney on Sunday evening, no reimbursement was made at that time but was made on the next day when Jim Howe accompanied Tandy to the American Security Bank branch in Georgetown. There he gave her the four remaining \$50 American Express cheques (being those left from the seven which Nancy had been given by him in Santa Domingo) and a \$800.00 personal check. Jim Howe states that the reason for his having carried out this transaction at Tandy's bank was to be sure that she immediately deposited the instruments so that the record would show payment of the \$1,000 on that day. The \$1,000 figure was not final and was to be adjusted by a further payment when the bill for the final day at LaRomana was received.



Maxine Cheshire draws the inference that the Howes at the outset had not intended to bear their part of the expenses while they were in Santa Domingo. She infers this from the fact that they had no understanding of the rate of charges for this stay and that they could not have afforded to bear the expense. Jim Howe indicates, however, that he anticipated the stay would be expensive, recalling the occasion in 1971 when he and Nancy had stayed at the Ritz Hotel in Madrid for a week where the expenses were over \$1,200. He also points out that he had an ample balance in his checking account along with an overline of credit which would have enabled him to make the payment directly to the LaRomana if he had stayed with the rest until the end of their stay, or he could have discharged his obligation through use of the American Express card -- the use of which he had arranged for at the time he checked into LaRomana. Lise Courtney said that she and her mother made no attempts at departure time to pay their hotel bill directly because they knew Tandy had paid it and knew they could settle up with her afterwards.

- (2) The next charges were (i) that Tongsun Park in December bought tickets for the three members of the Howe family to take a four-day trip to Mexico City with Tandy Dickinson and him;



(ii) that Nancy's name and her White House job were used to arrange with the U. S. Embassy in Mexico a stay for the Howes and Park and Mrs. Dickinson in the Ambassador's residence and chauffering from the airport to the Embassy in the Ambassador's car;

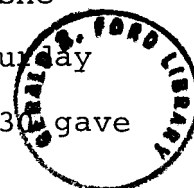
(iii) that even though Nancy and Jim were diverted from taking the trip because of his automobile accident on December 26, their daughter accepted the hospitality, while she was employed by the Federal Communications Commission, and the parents had accepted the air travel tickets from Park without payment although Jim Howe after cashing in the tickets purports to have later reimbursed Park by handing him \$800.00 in cash when Park was in the Howes' home for dinner.

The Howes had thought of taking a vacation trip over the Christmas holidays, and at a Christmas dinner when Park and Tandy were with the Howes at their home, Park and Tandy urged the Howes to join them in going to Mexico City. Others at the dinner included Mr. & Mrs. Constantine Stackleberg; their son, a friend of Courtney's along with his sister and her friend.



Mrs. Stackleberg, as a result of her learning about the planned trip was the one responsible for contacting the U. S. Embassy, although without knowledge of the Howes, according to them. The Howes were uncertain about making the trip, particularly because Jim Howe had a lecture engagement in New York on Saturday, December 28 and therefore would have had to leave from New York after the rest of the party had left from Washington.

Park went ahead nevertheless to get the tickets and made Jim Howe's reservations from New York to Mexico City. The Howes apparently acquired the two tickets on the 26th. Lise Courtney recalled that she picked them up from Park at his home when she stopped there to see Tandy, although Tandy has no recollection of having seen Park deliver the tickets. Jim Howe states that if he had gone on the trip he would have paid for those tickets. The decision by Jim and Nancy not to take the trip apparently occurred the night of December 26 after the accident or early on December 27, but Jim Howe indicates that their decision not to go was motivated by the short duration of the trip particularly for him, because of his commitment in New York, and that notwithstanding the accident he was able to keep his commitment in New York. In preparation for her going on the trip, Lise Courtney withdrew \$300 from her savings account which she says she gave Park as she departed on their flight Saturday morning, December 28. She later, on Monday, December 30 gave



him another \$40 from the extra cash she had along. Otherwise, she contributed no funds to the expenses of the trip.

On December 27, Lise Courtney returned the two tickets issued in the name of Mr. & Mrs. Howe probably at the American Airlines office in the Statler Hotel and received two checks made out to Mr. & Mrs. Howe for the price of the tickets. Later Jim Howe cashed in the checks and retained the cash until the evening of January 4 which was the first time he saw Park after he had left for Mexico and had gone away on another trip. On that occasion Park and Tandy were having cocktails in the Howes' home and Mr. Howe asked Park to come into the kitchen where he handed him an envelope with the cash in it. Tandy says she remembers having Park acknowledge to her later that Jim had given him the money received from returning the original tickets, but she did not directly observe the transaction.

When I asked Jim Howe why he had not simply endorsed the airline checks over to Park, he replied that he had not thought of doing so but had considered depositing them to his account and writing his own check to Park only to discard that alternative for fear Park might not cash the check drawn on the Howes' account.

Jim Howe said he knew little about Park's affairs except that he was a man of obvious wealth and that he had

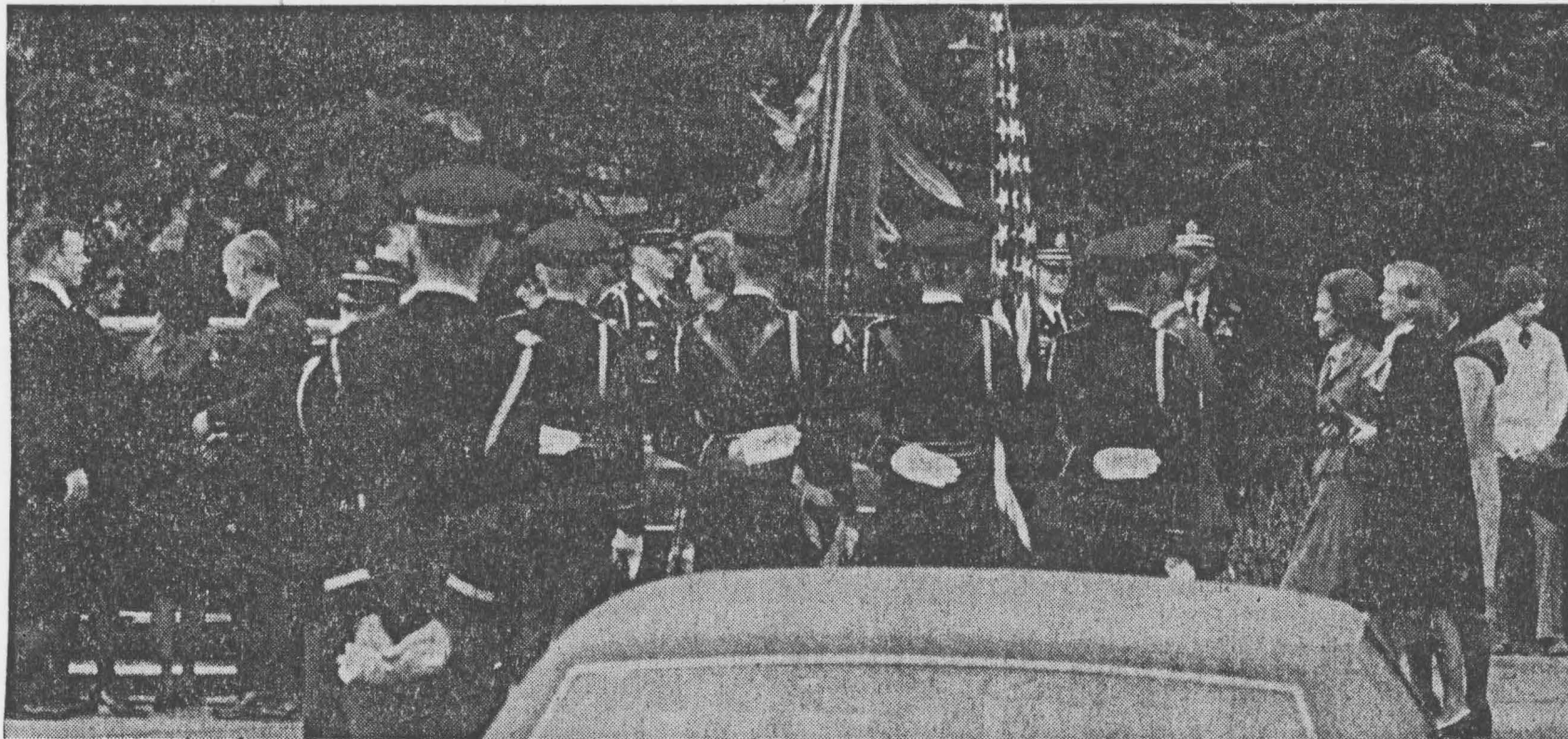


shipping interests and traded in rice. Jim knew of Park's friendships with Members of Congress, but he also had been told of the general reputation which Park had of not asking his political friends for favors.

The foregoing information comes from my having talked to Jim Howe and Lise Courtney in my office on both April 9 and 10, each time for about two hours. I also talked by telephone on April 10 with Tandy Dickinson and have indicated where her recollection is not the same as that of Jim and Lise Courtney. My call from Mrs. Stackleburg, (telephone 232-6735) also on April 10, was interrupted before I could verify her part in the matter and I have not called her back.



[April 1975]



By Harry Naltchayan—The Washington Post

Nancy Howe, at left, and First Lady Betty Ford and her daughter Susan, at right, attend funeral service for James W. Howe at Ft. Myer chapel.

James W. Howe Buried at Arlington Cemetery

James W. Howe, husband of First Lady Betty Ford's personal assistant Nancy Howe, was buried at Arlington National Cemetery with full military honors yesterday, following a Ft. Myer Chapel service attended by the First Lady, singer Pearl Bailey and friends of the family.

Howe shot himself Thursday. The White House had begun an investigation into an Easter holiday vacation the Howes and their daughter, Lise Courtney, took to the Dominican Republic. The vacation was paid for by international Korean businessman Tongsun Park, although the

Howes later reimbursed Park after The Washington Post had called and inquired about the trip. Howe, a graduate of the U.S. Military Academy at West Point, served in the Army from 1945 until 1962 when he resigned as a major. He was professor of Spanish literature at Trenton State University in

Trenton, N.J., at the time of his death and had taught at Catholic University here in the late 1960s. Howe, who served in the Army Reserve until 1972, was given the traditional platoon full honor funeral service accorded officers of his rank, which included a 25-man unit of the U.S. Army Band and an

honor guard of 52 troops of the Third Infantry (The Old Guard). He was buried about 75 feet from his parents, Army Col. James Henry Howe, who died in 1961, his mother Courtney, who died in 1969, and his sister Lise Courtney, who died at the age of 14 in 1940.

THE WHITE HOUSE

WASHINGTON

March 4, 1975

MEMORANDUM FOR:

NANCY HOWE
MARBA PERROTT
NANCY RUWE
SHEILA WEIDENFELD

FROM:

PHILIP BUCHEN

T.W.B.

In view of the interest of the press and public demonstrators in the First Lady's activities to support the proposed Women's Rights Constitutional Amendment, I am reminded to caution each of you about use of White House staff or facilities for activities not in the ordinary course of official operations.

The activities related to the Women's Rights Amendment were intended to influence the votes of State Legislators and are in no way restricted by any Federal legislation. However, if there were to be activities intended to influence the public on legislation before the Congress, my office should be consulted before any steps are taken.

Also, on any functions which are related to fund raising projects or which might appear to pose conflict-of-interest problems with persons doing substantial business with the Government or having a major interest in the outcome of particular Federal legislative proposals, I would suggest advance consultation with my office.

Another way in which we may be helpful to you is in proposing how to answer correspondence to the First Lady or press questions which touch upon legal matters or the propriety of particular activities.

There is no thought that problems have already arisen which should have been avoided, but in order to maintain the good record, I am suggesting that caution should be exercised in the matters described so as to avoid any possible future problems.



THE WHITE HOUSE

WASHINGTON

March 25, 1975

To: Nancy Howe

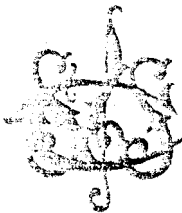
From: Phil Buchen

Attached is the letter I received from Roger Law concerning an unanswered letter to Mrs. Ford.

Thought it could have been lost in the mail, but I know how busy you must be.

*Howe
Nancy*

A MAJESTIC TRADITION



A BOLD FUTURE

St. Cecilia Restoration Fund

March 18, 1975

Mr. Philip W. Buchen
The White House
Washington, D. C. 20500

Dear Phil:

Enclosed is a copy of a letter which we sent to Mrs. Ford on February 13, to which there has yet been no reply. She undoubtedly has mountains of mail, and difficulty in responding to all of it.

We would appreciate any assistance you might be able to give us concerning the request.

Best wishes.

Sincerely yours,

Roger Law, Convener
Restoration Committee

Enclosure





A BOLD FUTURE

St. Cecilia Restoration Fund

February 13, 1975

Mrs. Gerald R. Ford
The White House
Washington, D.C. 20500

Dear Mrs. Ford,

We are writing to you on behalf of an old building in which we have a particular interest -- and of which, we would like to think, you might have some special memories as well: the St. Cecilia Music Building in Grand Rapids. You have spent many hours in this place; we are making a special request for your presence once more. Please let us explain.

The St. Cecilia Building was dedicated in 1894, and is a Registered National, State and City Historic Site. About nine years ago, as part of a college park urban renewal project, the City planned to extend Jefferson Avenue right through it. Since then, however, the campus plans have been changed, a much better recognition of the historic and cultural worth of this edifice has been achieved, and the City is now on record as recommending that it be restored, and Jefferson Avenue be curved in such a way as to go around us.

This building has been kept remarkably faithful to its original purposes, and has undergone very little structural alteration, inside or out. It is invaluable to our Society in making possible our large and varied programs of musical performance and education; and to the community in offering these unduplicated facilities at very modest rentals.

The structure is also absolutely normal in showing every one of its eighty years of wear and tear. We are faced with the responsibility and the privilege of restoring this historic institution to its rightful, turn-of-the-century beauty as well as maintaining it as a functional cultural asset to the community.



Mrs. Gerald R. Ford
2-13-75
Page Two

We have completed extensive engineering studies to make sure that the basic framework is sound and capable of long life and usefulness; and have engaged Architect William Thrall to outline feasible and desirable goals and stages of restoration. On the basis of these studies we have committed ourselves to a Restoration Fund Drive with a total goal of \$900,000 (which includes some additional land, parking, site development, etc.) . . . a "must-have" goal of \$600,000 (redecorating, air conditioning, small elevator, new lighting and plumbing) . . . a "we'll be closed without it" goal of \$200,000 (extended fire and safety protection). At this writing, more than half the latter amount has been pledged from members of the Society.

Why are we writing to you about this? Because we all feel that if you could find it possible to be the special guest at a gala fund-raising dinner, concert, and perhaps a following reception, it would be the single most important boost to what is to us in these times a very difficult campaign. We are sure that you understand that we would also most urgently wish to include the President in this invitation, if that would be possible. We are well aware of the tremendous demands upon the time and attention of both of you -- but we truly believe that this is a uniquely worthy cause!

The date, of course, would be up to you. Perhaps a "kick-off" event in October (or September or November) would be most desirable. Could you possibly help us in this way?

The accompanying folder is a quick up-date on the current status of the building and the Society. Under separate cover, in a larger envelope, we are sending a copy of our current Year-book and Directory, and the printed fund-campaign materials being used. We hope that these may be brought to your attention and that you may find an opportunity to study them. We have no wish to inundate you with material, but we do want you to be fully and properly informed as to just what we are doing and how we are going about it, before asking you to commit yourself to any measure of support. Of course we stand ready to answer any further questions, or meet your stipulations in any possible way.

Thank you for your consideration of this request. We are really hoping that you may find it to be a good, home-town, culturally beneficial -- and even fun -- thing to do. We look forward to hearing from you.



Mrs. Gerald R. Ford
2-13-75
Page Three

Very sincerely yours,

Roger Law

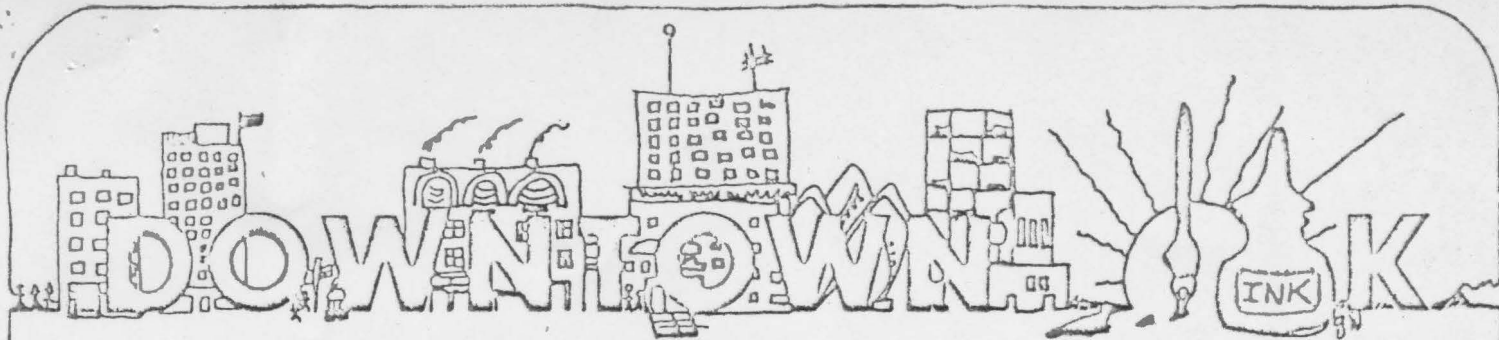
Roger Law, Convener
St. Cecilia Restoration Committee
425 Frey Building
Grand Rapids, Michigan 49502

Enclosures

St. Cecilia Restoration Committee:

Mr. and Mrs. Larry Biser
Mr. Gerald Elliott
Mrs. Harold Hartger
Mr. and Mrs. Roger Law
Mr. Hugh Lilly
Mrs. Michael Skaff
Mrs. Robert B. Smith
Mrs. Jan S. VanderHeide
Mrs. George Whinery
Mr. Charles T. Zimmerman
Mrs. E. Leonard Galloway, President
St. Cecilia Music Society





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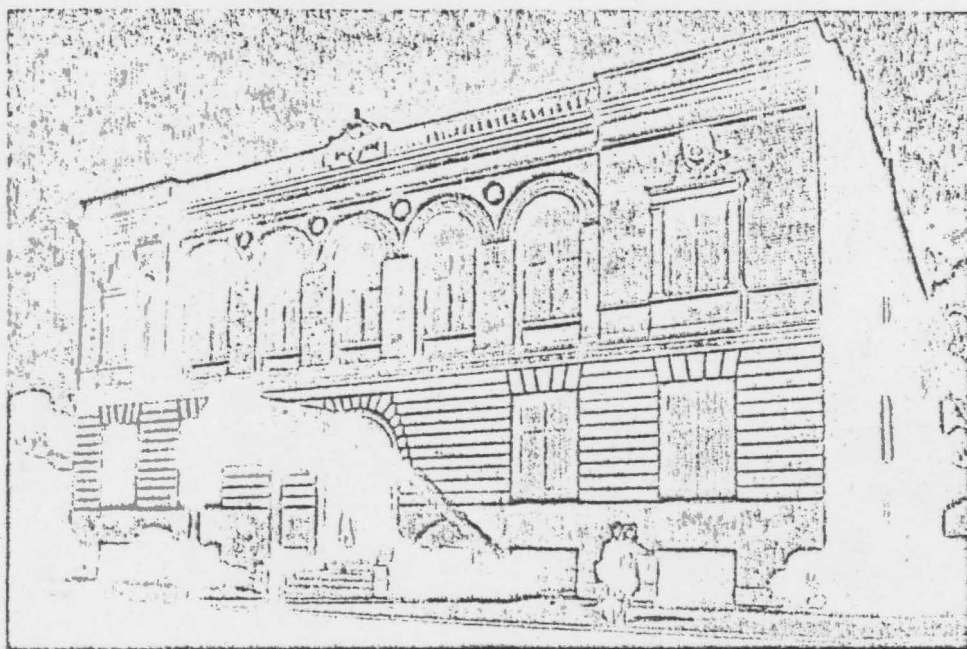
DOWNTOWN INC.

Grand Rapids, Michigan

Vol. 2, No. 2

Winter 1974 - 1975

St. Cecilia - A Majestic Tradition with a Bold Future



(Cost estimate: \$350,000).

In December 1974, the Saints launched the drive to fund their restoration project. The Saints have fought hard to save their building. The St. Cecilia Music Society has a bold new future and excitement is growing. Two new youth music programs were added last year — the Junior Orchestra and the Junior Choir. In recent months the St. Cecilia building has been bustling with increased activities.

Hopefully, this new excitement will spread throughout the Grand Rapids community. Success for the St. Cecilia project will be a success for the whole community. A historic building with majestic tradition will be preserved at a fraction of the cost of a new facility. The high standards of Grand Rapids music will be maintained and extended to more persons — all contributing to improving the quality of life in the community.

The history of the St. Cecilia Music Society goes back ninety years. You only must go back over the events of the past year to grasp the commitment of the Saints to their organization, building, and community.

The St. Cecilia Building was erected in 1894. Considered a safety and fire hazard, the Society quite simply had to choose whether to remodel and restore or to rebuild. Moreover, the City was planning a new roadway and the very real prospect existed that the building would be leveled for a street extension. These two events prompted the Saints into action concerning their building. Research by the Saints disclosed that the cost of rebuilding would be three times as great as the cost to remodel and restore. To duplicate the "perfect" acoustics of the auditorium or to "remake" the original elegance would be virtually impossible. The Saints decision: the

preservation and restoration of their St. Cecilia building.

Members worked to gain historic status for their grand old structure. The St. Cecilia building at 24 Ransom, NE is now registered as a City, State, and National Historic Site. The City's plans for a new street to cross the St. Cecilia property were halted. Extensive plans for the complete renovation of the old building to its original appearance were developed.

The actual restoration will proceed in three distinct phases. In the first, fire, safety, and structural repairs are needed (Cost estimate: \$200,000). Phase two will be major exterior and interior renovation. This includes mechanical and electrical improvements, air conditioning, a new elevator, storage addition and landscaping. (Cost estimate: \$370,000). Phase three involves additional site purchase and development along with final restoration.

Why Are Fire Trucks Red?

Do you know why fire trucks are red? Well, fire trucks have four wheels and eight men, and four and eight are twelve.

There are twelve inches in a foot.

A foot is a ruler.

Queen Elizabeth is a ruler and also the largest ship in the seven seas.

Seas have fish.

Fish have fins.

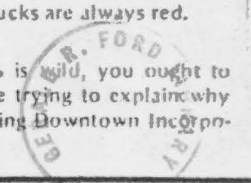
The Fins fought the Russians.

The Russians are red.

Fire Trucks are always rushin'.

Therefore, fire trucks are always red.

If you think this is wild, you ought to hear some people trying to explain why they are not joining Downtown Incorporated this year.





A BOLD FUTURE

St. Cecilia Restoration Fund

Mr. William Baldwin
President
Kresge Foundation
2401 W. Big Beaver
Troy, Michigan 48084

Dear Mr. Baldwin:

The members of the ninety year old St. Cecilia Music Society propose to restore and renovate their eighty year old St. Cecilia Auditorium-Headquarters. The impetus for this plan derives from the dramatic fact that if they do not bring their building within current safety standards, it will be condemned and closed by the Grand Rapids Fire Department as unsafe and dangerous.

The decision to save the building was not casually determined. The cost to rebuild equal facilities was found to be three times what was estimated to be the cost of restoration and renovation - and there would be no assurance that the exceptional acoustics of the auditorium could be duplicated. Shared space was not feasible if the Society was to keep unbroken its history of dynamic musical leadership. Thus the decision was made to restore the St. Cecilia Building to its original elegance, a living example for today's young musicians that our heritage is the base for all that is good today.

The estimated total cost of this project is \$920,000. The amount requested from the Kresge Foundation is \$180,000. The background information for our request is contained in the attached documents:

1. materials relating to validity and priority of the project.
2. schedule of project commencement and estimated completion.
3. brochure describing project and its estimated cost.
4. statement of verification of cost estimates from Owen-Ames-Kimball, a general contractor of Grand Rapids, Michigan.
5. statement of how we propose to finance the restoration project and of our fund-raising progress to date and expected dates of receipt of funds.
6. past, present and projected operating budgets for the Society and statement of how they will be met.
7. tax exemption letter for the St. Cecilia Music Society and IRS ruling that we are not a private foundation.

We believe the St. Cecilia Restoration Project deserves your thoughtful consideration.

Very truly yours,

Roger Law, convener
St. Cecilia Music Society Restoration Committee



Q You mean she is actually working in the White House?

MR. NESSEN: She is on the White House payroll. She has taken some time off because of her personal tragedy.

Q Does she intend to resign, Ron?

MR. NESSEN: I have no way of knowing that. I have not heard that.

Q Ron, I would like to go back to the question that was asked before about the interview with President Thieu in which he said that his belief was that American airpower would be used if there were massive violations by the North Vietnamese of the peace agreement.

MR. NESSEN: Yes.

Q What he said was on television. It must have been known by the government at the time.

MR. NESSEN: Yes.

Q Was he disabused of that belief by American officials?

MR. NESSEN: Fred, I just don't know what happened at the time.

Q Can you find out?

MR. NESSEN: Again, I think we are falling into the same trap that was fallen into the other day. What is this story all about? The story is about a charge that there were secret commitments. I have given you a whole long list of people who say they don't know of any secret commitments. I have given you the fact that President Nixon never raised this issue when he signed the bill.

I just think we have got to avoid falling into the same semantic trap and confusion that we did the other day and keep our eye on what the story is all about, what the reaction to that is.

Q Ron, isn't the story really about what a vigorous reaction is? Isn't that what the story is about? And President Thieu interpreted a vigorous reaction to be American air support?

MR. NESSEN: Fred, I think that is at the very point where everything went wrong the other day. That is not what the story is about. The story is about a charge that there were secret commitments.

MORE

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Friday 4/11/75

10:10 Bob Kearns -- Reuters

628-9212

10:15 Joe Volz -- New York Times -- followup on
President's remarks over the CIA ^{earlier}

10:20 Phil Jones

296-1234

1 Francis Lewine of AP re Howe matter

833-5397

Jim Slade Westinghouse Bdcst. Howe
(if she was suspended at the time of her husband's death)

347-5023



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Howe, James

Monday 4/14/75

12:10 Col. Sardo advises the funeral services will last approximately 15-20 minutes (traditional Episcopal)

Pearl Bailey will sing a hymn at the end of the services. If you would like to follow the cortege, the burial will be at Arlington National Cemetery. If not, you can just go to your car and leave.



Monday 4/14/75

Funeral
4/14/75
3 p.m.

11:10 Nancy Chirton in Sheila Weidenfeld's office advises
that the people should be in their seats by 2:50 p.m.

2164

Col. Sardo will call back about more definite arrangements.
old

The service will be at the/Ft. Myer Chapel and burial in
the National Cemetery.

Probably should leave here about 2 o'clock -- to pick up
Mrs. Buchen by 2:10 -- and 25 minutes for driving -- because
of the tourists?



Howe, James

Monday 4/14/75

Funeral
4/14/75
3 p. m.

10:20 Sheila Weidenfeld is in charge of the arrangements for Mr. Howe's funeral this afternoon -- which will be at 3 p. m.

The Military Office is arranging for the President and the First Family.

They will be in touch with details.

Nancy Chirban 2/6/7



*Howe
James*

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Tuesday 4/15/75

*Howe,
James*

6:50 Tom Kendrick of the Washington Post would like to talk with you about the report of Nancy Howe's resignation.

223-6031

7:30 I called him back to tell him you know nothing about it.

He asked if that means that the inquiry into the trips has been cancelled.

I told him you had gone for the day and we couldn't reach you. He said they were going to low-key the story so just wouldn't say anything about the investigation.

*Noted
JH*



MILANOWSKI & MILANOWSKI

ATTORNEYS AT LAW

Suite 601 Peoples Building
60-66 Monroe Avenue, N.W.
Grand Rapids, Michigan 49502*Howe, James*John P. Milanowski
Thomas A. MilanowskiWencel A. Milanowski
of Counsel

April 17, 1975

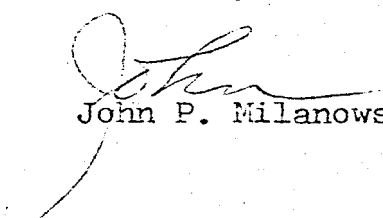
Mr. Philip W. Buchen
Special Assistant to the President
The White House
Washington, D.C.

Dear Phil:

I know the decision in the Howe matter had to be most difficult. You are right, however, and I only hope the rest of the White House staff gets the proverbial message --- this administration will stand for no nonsense in the conduct of the staff whether private or otherwise.

That's the way we ran things in the old days. I assure you some matters may pull at the heart-strings but, in the end, we have to stand by our credibility.

Sincerely,


John P. Milanowski

JPM/mb



THE WHITE HOUSE
WASHINGTON

April 28, 1975

Dear John:

Thank you very much for your understanding and sympathetic note about the Howe matter. As you can appreciate, the situation and its outcome proved tremendously disturbing to me, but I knew of no better way of handling the problem.

Warmest personal regards.

Sincerely,



Philip W. Buchen
Counsel to the President

Mr. John P. Milanowski
Attorney at Law
Suite 601 - Peoples Building
60-66 Monroe Avenue, N. W.
Grand Rapids, Michigan 49502

