

From Toronto to Kyoto

I have felt that it is extraordinary that more than 10% of the population of a country is concentrated in one city, like Tokyo in Japan. But, Toronto actually has 13% (3.50 million) of the Canadian population. Examining the populations and areas of the provinces, as shown in the Table below, we can see that Canada is considerably unevenly populated geographically (north vs. south). The majority of Canada's population lives within 200 miles of the US border. And the population is uneven even within the south.

Population and Area of Canada

Prov.	pop. (1000)	area(1000km ²)
Nfld	568 (2.2%)	404.5 (4.1%)
NS	873 (3.4%)	55.9 (0.6%)
PEI	126 (0.5%)	5.7 (0.06%)
NB	710 (2.8%)	73.4 (0.7%)
Que	6540 (25.8%)	1540.7 (15.5%)
Ont	9100 (36.0%)	1068.6 (10.8%)
NWT	52 (0.2%)	3376.7 (34.1%)
Man	1070 (4.2%)	650.1 (6.6%)
Sask	1010 (4.0%)	651.9 (6.6%)
Alb	2375 (9.4%)	661.2 (6.7%)
YT	23 (0.1%)	478.0 (4.8%)
BC	2860 (11.3%)	948.6 (9.6%)

Because 64% of the total population lives in the two central provinces of Ontario and Quebec, those two provinces occupy about 60% of the seats in the House of Commons; Ontario has 99 and Quebec has 75 seats out of 295. The imbalance has enabled them to pass bills which were not supported by western Canada or Atlantic Canada - bilingual policy, gasoline tax, etc. So, "Western Canada intensely repulses the central Canada-dominated government," says a Japanese book. The Constitutional Renewal is a hot topic now here in Canada. I asked a few people about the referendum carried out on October 26, but I don't understand it very much. I want to know who objects to and/or who wants to change what and how. I may have to begin studying with the historical background. I need time. The only one thing

I could know is that the contents of the referendum were too much to answer with only one YES or NO.

Just as a large proportion of Canadians live in Ontario, a large proportion of Ontarians - 38% of them - live in Toronto, the provincial capital. In Manitoba, the population distribution is even more extreme - 56% of all Manitobans live in Winnipeg.

The low population density of Canada is worth mentioning. I present some figures. Japan has the 18th highest population density in the world (326/km²). Canada ranks 9th lowest population density in the world (2.6/km²). I calculated the population density of each province and territory, and compared them with those in other countries. Northwest Territories (0.015) absolutely comes to the top in the world. Yukon Territory (0.05) is as scarcely populated as Greenland, the world's lowest population density country. Newfoundland (1.4), Manitoba (1.6), and Saskatchewan (1.5) come between Mongolia (1.3, 2nd) and Mauritania (1.9, 3rd). British Columbia (3.0) and Alberta (3.6) rank 10th and 11st, respectively, after Canada. Quebec (4.2) can't rank in the top ten; it is 13th between Gabon and Central African Republic. Ontario (8.5) and New Brunswick (9.7) are between 16th and 20th, and Nova Scotia (15.6) and Prince Edward Island (22.1) are below 25th.

Japan is as large as (as small as?) Nfld and about half of Manitoba in area. The population of Japan is about one hundred times that of Manitoba. As is usually the case in big cities, Tokyo suffers from lots of problems. They are not only because of the big population but also because of centralization of both political and economical functions. Everything is in Tokyo. If Tokyo is destroyed by an earthquake or nuclear attack, Japan will stop.

As you know, Japan has experienced lots of earthquakes. An earthquake of magnitude 3 or 4 or less on the Richter scale is reported at least once a month, particularly in eastern Japan (including

Tokyo). This geological condition has led to the development of earthquake-proof structures, which are believed to resist up to the magnitude 8. But, it is reputed that an unprecedented huge earthquake will thoroughly devastate Tokyo in the next 100+/-50 years. The transfer of the capital of Japan has been discussed (still an armchair discussion, though).

The first capital of Japan was Nara, a city in western Japan (AD 710-794). "As the center of culture during formative centuries of Japanese civilization, Nara was the spiritual, creative, political and artistic crucible that created the arts, architecture, food, dress and religion of Japan. Buddhism established itself here and spread throughout Japan to become the national religion. The temples and shrines are spectacular." [1] (The term "national religion" is misleading. It should be written as nationwide and dominant religion. There is no national or State religion in present-day Japan. The natural indigenous religion of Japan, Shinto, was once regarded as the national religion, and the Emperor became deified. But Shinto was disconnected from functions of state after World War II.)

The capital was transferred in 794 to Kyoto, about 35 km north of Nara. Kyoto continued to be the capital until 1868 when Tokyo, 500 km east of Kyoto, became the capital, one year after the Dominion of Canada was established, and one year after Alaska was sold to the US by Russia. I don't know if Tokyo will hold celebrating ceremonies of its 125th birthday next year. Tokyo means the eastern Kyoto, as it is called somewhat sarcastically and jealously by people from Kyoto. Kyoto plans to hold a big ceremony in 1995, celebrating the 1,200th year since its origin.

I love Kyoto. I lived there for 10 years. It is full of historic shrines, temples, quiet and simple gardens and wonderful old wooden buildings. "There are more than 200 Shinto shrines, 1600 temples, three palaces and countless other attractions in Kyoto. For a thousand years, master craftsmen have been

lured here by the cultural vibrance to strive to excel above their talent, to create something of beauty. Their legacy is so superlative that words fail. The former imperial capital of Japan, Kyoto is a world heritage site, cultural gem, and a 'must see' for visitors." [1]

Kyoto was saved from the American atomic bomber plan in World War II by the late Edwin Reischauer, the former ambassador to Japan. He fought to save Kyoto. He said, "Such treasures in Kyoto belong not only to Japan but to the world. We have no right to bomb them." As often seen in historic places all over the world, however, Kyoto is also struggling between preservation and development.

Kyoto is located in a basin surrounded by mountains. Many sight-seeing spots are at the foot of the mountains. Kyoto is beautiful in all four seasons. I have had no opportunity to visit Kyoto these last few years. I'd love to. If you go to Japan and if you go to Kyoto, please let me know. I'm following you.

Lastly I add a list of Canada-Japan sister cities.

- New Westminster (BC)
 - Moriguchi (Osaka)
- Vancouver (BC)
 - Yokohama (Kanagawa)
- Burnaby (BC)-Kushiro (Hokkaido)
- Dundas (Ont)-Kaga (Ishikawa)
- Prince Rupert (BC)-Owase (Mie)
- Lindsay (Ont)-Nayoro (Hokkaido)
- North Vancouver (BC)-Chiba (Chiba)
- Winnipeg (Man)**
 - Setagaya Ward (Tokyo)
- Jasper (Alb)-Hakone (Kanagawa)
- Richmond(BC)
 - Wakayama (Wakayama)
- Banff (Alb)-Obama (Nagasaki)
- Hamilton (Ont)-Fukuyama (Hiroshima)
- Pentincton (BC)-Ikeda (Hokkaido)
- Sparwood(BC)
 - Kami-sagawa (Hokkaido)
- Kelowna (BC)-Kasugai (Aichi)
- Taber(Alb)-Notogawa (Shiga)
- Mississauga (Ont)-Kariya (Aichi)
- Quesnel (BC)-Shiraoui (Hokkaido)

- Timmins (Ont)-Naojima (Kagawa)
- Collingwood (Ont)-Katano (Osaka)
- Halifax (NS)-Hakodate (Hokkaido)
- Campbell River(BC)
 - Ishikari (Hokkaido)
- Oakville (Ont)-Neyagawa (Osaka)
- Rocky Mountain House (Alb)
 - Kamikawa (Hokkaido)
- Whitehorse (Yukon)-Ushiku (Ibaraki)
- Victoria (BC)-Morioka (Iwate)
- Stony Plain (Alb)-Shikaoi (Hokkaido)
- Camrose (Alb)
 - Kami-furano (Hokkaido)
- Summerland (BC)-Tsukuba (Ibaraki)
- Port Alberni (BC)-Abashiri (Hokkaido)
- Lacombe (Alb)-Mutsubetsu (Hokkaido)
- Vernon (BC)-Towa (Miyagi)
- Nelson (BC)-Shuzenji (Shizuoka)
- Windsor (Ont)-Fujisawa (Kanagawa)
- Oliver (BC)-Bandai (Fukushima)
- Scaborough (Ont)
 - Itabashi Ward (Tokyo)
- Prov. of Alberta - Hokkaido Pref.

Many sister cities are in Hokkaido Prefecture, perhaps because it is located in the northern part of Japan. I do not understand why or how many of the sister-city pairs were selected, although pair of Halifax-Hakodate is convincing. The two cities really have similarities in geography, history (where a fort was located), climate, sea food, etc. "One of the ports opened by Perry, the city (of Hakodate) has a western-style five-pointed earth and stone fort (1864)." [1]

Reference: [1] International Travel Map Productions, The tourist map Japan/Japon, Vancouver, Canada.

These are Japanese

"It is no easy task to explain Japan to people with a fundamentally different historical and cultural background. Although the tendency to look on Japan simply as the land of Fujiyama and the geisha girl may no longer be so strong as it once was, internationally the gen-

eral level of knowledge about Japan remains low.

One reason for this is that other countries have had little chance to obtain reliable information about Japan. Another is that in the information that has been available there is often too much emphasis on the special aspects of Japan, those which set it apart from other countries," says the foreword of *NIPPON - The Land and its People* (Nippon Steel Corporation, Gakuseisha Publ. Co., Ltd., 1982). ("Nippon" means Japan in the Japanese language.)

Although many Japanese visitors to foreign countries are playing more or less the role of messengers, business information has penetrated much faster and more widely than information on "the land and its people." Japan is mentioned almost only in business news on TV and in magazines here in North America. As a consequence, the "Fujiyama and the geisha girl" has been merely substituted with "Toyota and Honda." Yes, the "general level of knowledge about Japan remains low." The "mysterious oriental country" now has one more adjective - a "rich and mysterious oriental country".

An American student I met several years ago believed that Japan is connected to the Asian continent by land and that it is a Chinese colony. For those like him who have or have had no interest in Japan, the understanding about Japan does not make any progress even if the phrase is changed from "Fujiyama and the geisha girl" to "Toyota and Honda." Which of the two phrases is more attractive to people who have even a little interest in Japan?

What is suggested from "Toyota and Honda" is not a glimpse of Japanese culture but of workaholics. Although the phrase must be a keyword for the success in economy of the "rich country," the "Fujiyama and the geisha girl" symbolizes the "mysterious" Japanese culture. It may be a start to get people interested in Japan and its culture, even if it is really only the "special" aspects.

Now, in this time when Japan-make products flood the market place, here is a question. Which of the following companies are not Japanese? Their products that are best known in North America are indicated in parentheses. Please add to the list if you know others, and correct the products in the parentheses if they are different from what you know.

- AKAI (audio)
- BRIDGESTONE (tire)
- CANON (camera, copier)
- CASIO (table calculator)
- DATSUN (car)
- FUJI (film, magnetic media)
- FUJITSU (computer)
- HINO (bus, truck)
- HITACHI (audio/video)
- HONDA (car, motorcycle)
- HYUNDAI (automobile)
- ISUZU (automobile)
- JAERI (RI)
- KAERI (RI)
- KAWASAKI (motorcycle)
- KIKKOMAN (soy sauce)
- KOMATSU (forklift)
- KONICA (camera)
- MAZDA (car)
- MINOLTA (camera)
- MITA (copier)
- MITSUBISHI (car, audio/video)
- MIZUNO (sports goods)
- NEC (computer)
- NIKON (camera, microscopes)
- NINTENDO (TV game)
- NISSAN (car)
- OKI (electronics)
- ORTEC (electronics)
- OLYMPUS (camera, microscopes)
- ONTARIO HYDRO (electricity)
- PANASONIC (audio)
- PENTAX (camera)
- RICOH (copier)
- SAMSONITE (suitcase)
- SAMSUNG (electronics)
- SANYO (telephone)
- SEIKO (watch)
- SHARP (copier, calculator)
- SHISEIDO (cosmetics)
- SONY (audio/video)
- SUBARU (car)
- SUZUKI (motorcycle, car)

- TECHNICS (audio)
- TOSHIBA (personal computer)
- TOYOTA (car)
- YAMAHA (motorcycle, engines, musical instrument)
- YASHICA (camera)
- YOKOHAMA (tire)

DATSUN is a former name of NISSAN, but DATSUN remains as a branch in North America. DATSUN is called [datsn] here, but Japanese say [dát-san]. FUJI and FUJITSU are in the same group. HITACHI offers a wide range of products from toasters, refrigerators and vacuum cleaners to spectrophotometers, SEM and TEM, supercomputers and nuclear reactors. As I recall, they invented floppy disks. A cassette tape (Maxell) is theirs. FUJITSU and HITACHI are competitors of IBM in the world's supercomputer market. HITACHI invests 10% of the sales (not of interest) into their R&D every year. The 1991 sales was \$58.4 billion, so their R&D budget amounts to \$5.84 billion, about 7 times JAERI's.

HONDA's models are, from small to big in Japan, Beat, City, Civic, Integra, Prelude, Accord and Legend. The Integra and Legend are sold by ACURA in North America. A HONDA engineer I happened to meet in Jasper said, "Accord is really a good car. We're confident." (You are lucky, Lise¹.) HONDA also produces motorcycles. The motorcycle market of Japan is shared by HONDA, KAWASAKI, SUZUKI and YAMAHA.

HYUNDAI is the biggest multibusiness enterprise in Korea. They produce everything. HYUNDAI Pony and Sonata are well-known cars here. HYUNDAI means "modern". Koreans and Japanese say [-dai], not [-dei] or [-di] as it is pronounced in North America.

JAERI, the Japan Atomic Energy Research Institute, really should not have been listed above because it's not a "well-known producer" in North Amer-

¹Accord has been the best-selling car in the US for three years in a row (1989-1991).

ica. It's known in the north wing of Bldg. 300, I hope. Their products are small amounts of radioisotopes and some radioactive waste. Fundamental science and technology for nuclear technology in Japan have been studied in JAERI, and pilot or engineering scale reactors have been developed by PNC. PNC is responsible for developing disposal techniques for radioactive waste in Japan. PNC is another Japanese national organization, named Power Reactor and Nuclear Fuel Development Corporation, and... I quit here. It takes time to explain them. If you want to know more, ask Chuck. KAERI stands for Korean Atomic Energy Research Institute. They were established with JAERI as a model, but they changed their name to the Korean Advanced Energy Research Institute, KAERI, about a decade ago. Some of the Japanese nuclear engineers thought, "It's a good idea. We may not be able to get along only with 'atomic'." But, KAERI somehow returned the name to the original one a few years ago.

MAZDA is pronounced in Canada like as MAEZDA.

Look at your kid's (or your own) TV games again. They are NINTENDO. They have been in the news recently because they may purchase the Seattle Mariners, a major league baseball team. Japanese pronounce NIKON as [nikon], not [náikon]. MITSUBISHI is one of the typical big multibusiness enterprises, consisting of 22 independent member companies: banks, shipyards², heavy industry, chemicals, materials, automobiles (MMC: Mitsubishi Motor Company) etc.

NEC (Nihon Electric Company, Nihon [nihon]=Nippon) has a giant market share of about 50% of the personal computer industry in Japan. TOSHIBA can't compete because TOSHIBAs are IBM-compatible; MS-DOS-compatible computers are preva-

²The attack of the US on Hiroshima and Nagasaki, including atomic bombs, in World War II was because warships were constructed at the MITSUBISHI shipyards in these cities.

lent in Japan. It's pronounced as [nék] here. Japanese say [én-í-sí:]. NISSAN is one of big three in terms of the share in the automobile market in Japan, in addition to TOYOTA and HONDA.

Several years ago when I was at Argonne National Laboratory, some of the antiquated radioactivity detectors were replaced with new OKI products. In those days the Japanese government recommended that government-supported universities and research organizations buy American products in order to mitigate the trade imbalance. I remember that the newly purchased appliances in the university laboratory I belonged to were all ORTEC's.

PANASONIC and TECHNICS are overseas brand names of MATSUSHITA Electric Company. The brand name in Japan is NATIONAL. The VHS video was developed by them. SAMSUNG is a Korean electric appliance company. SEIKO was the official timer of the Barcelona Olympiad.

SHARP was originally a stationery producer, and now they mainly produce "electric stationery," like word processors. SHARP popularized mechanical pencils in Japan. They sold the pencils with the brand name of Sharp Pencil. This proper noun has become a common name for a long time. Most Japanese believe that the "sharp pencil" is an English word³.

SONY is the best electronics industry in Japan. Their best-known invention in our daily life is probably the *Walkman*. Their BETA video has not become as popular as VHS. TOSHIBA is one of big three, plus HITACHI and SANYO, in electric appliance industry, and TOSHIBA is also one of three major nuclear reactor suppliers, along with MITSUBISHI and HITACHI.

It's TOYOTA, not TOYODA. YAMAHA Motor Company is famous for

their motorcycles and motorboat motors here, but another branch is famous for pianos and other musical instruments. As best as I can remember, the electric organ was their invention.

AKAI, BRIDGESTONE, HONDA, MAZDA, TOYOTA and YAMAHA were named after their founders, and TOYOTA thereafter created a city of Toyota in central Japan. HINO, HITACHI, KAWASAKI, KOMATSU, TOSHIBA and YOKOHAMA are names of the places where they were first founded. Hitachi is an old name of a local area north of Tokyo, and now the Hitachi city they created is better known. The name of TOSHIBA comes from the SHIBAura area of TOKYO.

And which companies on the list were not Japanese? The answer is HYUNDAI, KAERI, ONTARIO HYDRO, ORTEC, SAMSONITE, and SAMSUNG.

I thank Satoshi OHASHI for his additional and helpful information to this article.

Why not American Cars?

Roads in Japan are narrow, winding, crowded, and often have no sidewalks. Almost all signs are written only in Japanese. Gasoline is expensive. You must drive a right-hand drive car in the left lane. Many traffic signals force you to make frequent go-and-stops. Parking spaces are few and small. In short, I don't recommend that you drive in Japan unless you are fearless.

Under such traffic conditions in Japan, it was natural that huge American cars were neither necessary nor acceptable, and therefore could not at all attract the purchase interest of Japanese customers. Particularly, American cars were thoroughly turned away during the 1970s' oil crisis. Who dared to buy a huge Cadillac, which was nicknamed "sailing yacht" and was jokingly said to sprinkle gasoline as it

drove, to negotiate narrow roads with terribly expensive gasoline?

Indeed, however, when Japan was poor, the Japanese could not afford to buy American cars. Japanese only looked enviously at smashing and powerful American cars on TV and in movies. In those days Japanese cars were miserably cheesy and powerless. There is a story of an American who bought an imported Japanese car in 1960s. He couldn't merge into the expressway traffic lane from the entrance lane due to the poor pickup. Still, I nearly burst into laughter when I saw two bumper stickers on the back of a small and run-down Japanese car which stopped in front of mine in Winnipeg. Some elderly Japanese people may make a wry smile; the stickers said, "Small but paid much" and "Thank you for not laughing at my car."

In 1980, Japan overtook the US in the output of automobiles to push its way to the top, becoming the world's leading producer. Technologically, the success can be attributed to the development of small, well-finished, high fuel mileage and cheap cars that met the demands of Japanese customers. Those cars became popular throughout the world following the oil crisis, which American automakers couldn't overcome.

Export of Japanese cars to the US began in 1955. The number of cars exported in that year was two: one Toyota and one Nissan. Exports increased explosively in 1970s, finally making the US government request Japan to reduce the car exports. The government of Japan decided that the number of cars exported to the US would not be more than 1.68 million a year as of 1981⁴.

As a result of Japan's large surplus in its balance of international payments,

³I confess that I did not know the word "mechanical pencil." A Japanese taught me that it is called "knocking pencil" and I believed it. (Maybe he played a trick on me.) The "knocking pencil" was funny enough to make Jude laugh.

⁴The government of Japan, given pressure from the US government, could not help doing it but they call the decision the "voluntarily" controlled measure. The quota was increased to 2.30 million in 1985.

the Japanese economy has skyrocketed and Japanese people have become able to afford to buy American cars. The time has passed that American cars were beyond their reach. In the meantime, to compete with Japanese cars, the Big 3 (GM, Ford and Chrysler) have made massive research and development efforts toward improving the quality. Today American cars reportedly not only hold their own with fuel mileage but also sometimes are better than that of Japanese cars.

All the same, Japanese don't buy

However, these changes in the economical situation and in quality have not led to grasping the purchase interest of Japanese. Japanese people in the street still hesitate to buy American cars even now. People may have their own pet theories about the reasons, and analysts have their logic from a broad perspective. The following are my personal interpretations and impressions. More than a few Japanese would agree, I believe.

The first reason that American cars don't entice Japanese to buy is that, simply put, American automakers don't supply cars that meet Japanese demands. In other words, the reason that Japanese cars sell well in North America is because Japanese automakers have produced cars that are easily accepted by North Americans. It is not because Japanese people simply have made up their minds that they won't buy American cars, nor is it because they have been urged to "buy Japanese."

I present two examples. One is the left-side-steering wheel. As in England and Australia, cars keep to the left in Japan. Imagine driving a left-hand drive car on the left lane of the road. It is not only difficult but also dangerous. Two of my friends in Japan have imported Canada-made Honda Accords (the same model as Lise's). These friends are used to driving the left-hand drive Accords, but they still say it is very difficult to pass a bus with two-way traffics. Most Japanese are not as adventurous as they are.

The second example is relevant to the car market. There is a size category of cars called "small" cars in Japan. The "small" cars are even smaller than small cars in North America. The engine displacements of Japanese small cars are less than 1.0L. The medium and dominant size cars in Japan have engine displacements of 1.5 to 2.0L (like Debbie's Honda Civic, Jude's Toyota Corolla and Norman's Isuzu Impulse, all which you may call "small."⁵)

The Japanese small cars are really tiny. They are too narrow for me, 180 cm tall. I hate them. The cars have been popularized not only because Japanese roads are narrow but also because many people don't feel necessity of possessing bigger cars for a one-person and short-distance drive. Consequently, the small cars have a significantly big market as a second car in a family. They are mostly used by a wife and girl(s) for commuting and shopping to nearby supermarkets. (More than 99% of Japanese women are not as tall as I.) I wonder why American automakers have not aimed at this target.

The Big 3 know these situations well of course, but they won't put their knowledge into practice. Even GM, which sells more American cars in Japan than anyone else, sells only about ten thousand a year. Such a small demand cannot be paid off by investment to change the design, including right-hand drive model, and to establish their own sales network. American automakers don't take the long-view investment as Japanese automakers did when they opened up their market in the US. They consider that it's a tall order to make right-hand drive and tiny models.

Imported cars that are popular in Japan include Mercedes-Benz, Volkswagen, Volvo, BMW and Renault.

⁵ Precisely, the engine displacements of some Japanese-brand cars are different between North America and Japan. The engine displacement for Honda Accord here is 2.0L or more, but in Japan it is from 1.8L. Honda Civic is the same between here and Japan.

They are not huge and some of their export versions are left-hand drive models. Japanese people may continue to give a wide berth to American cars as long as American cars are not modified so that they meet the traffic rules of Japan and the demands of Japanese people. In fact, GM's and Ford's European divisions have been in high gear by producing European-favored cars, using European brains and labors. They are the light in a long tunnel for their American head families. Lee Iacocca, Chrysler's president, picked Robert Eaton from the GM Europe as his successor.

The second reason that Japanese are not opting for American cars is their price. I'm not talking about import tax, either. Imported cars all seem to be higher-class cars than most Japanese cars. I haven't heard of any imported cars of CDN\$15,000 or cheaper sold in Japan. This tendency probably gives Japanese the impression that imported cars are a sort of luxury. Japanese women who are satisfied with Japanese small cars do not want to switch even to a bigger size car, much less an expensive and left-hand drive one.

Yes, I've got car troubles

A Honda dealer told me when I was in Japan, "It is reputed that American cars are 5 to 10 years behind in quality compared with Japanese cars." He was talking about the mechanical durability of the parts. Taking the road and traffic conditions of Japan into consideration, cars must be mechanically tough rather than fast and powerful. They must be durable for much more frequent acceleration, braking and gear change than here in North America.

The mechanical durability is emphasized also in the design of aircrafts. The airlines of Japan are using the jumbo jets, Boeing747, for mass passenger transportation for the gold-mine routes such as that between Tokyo and Osaka. The B747 used in Japan is a modified model, coded B747SR. The SR stands for Short Range. Landing and taking off

are frequent for the flight distance in the small land, which means the airplanes are frequently subject to mechanical shocks.

It is no wonder that the mechanical durability has not been emphasized in North America where power has been required more. This tells that we can't make a simple comparison about mechanical reliability between North American and Japanese cars without considering the differences in road and driving conditions and maintenance system. The average annual mileage is around 10,000 km in Japan, about half or less of that here in North America. Tuning up is legally obliged once in 24 months in principle in Japan, costing more than \$CDN1,000 each time^{6,7}. This regular maintenance system absolutely contributes to the low breakdown rate. Even considering these factors, however, astounding things go wrong with American cars, which are incredible to Japanese. I know of a few such problems with American cars.

Satoshi, a Japanese visitor who stayed at Whiteshell from January to April of this year, had a terrible experience with his car. He had lived in Reno, Nevada, for six years. His first car was a used Buick Skyhawk. One day he and his family took a drive to San Francisco. At the parkade, the engine didn't stop even if he turned the ignition key to the "OFF" position, and even after, alas, he pulled off the key. (They bought a brand new Japanese car after they got back to Reno, and their third car was also a Japanese car.)

⁶Jude asked me what on earth costs so much. It's a good question. I don't know actually. The bill says only, "¥#### is charged to the labor, ¥#### to replacement of part A, ¥#### to replacement of part B, ... and ¥#### to 'inspection'." I'll check the next time.

⁷Having a car costs a lot in Japan. Obtaining a drivers' license costs about \$CDN1,500. And it takes about 1 to 2 months. (We learn driving at a driving school.) Driving a car also costs a lot. We pay \$CDN100 - 150 for one-day rental.

A story of a Japanese man whom I met several years ago in Chicago is not an accident. We can laugh at it now, but it must have been unbelievable. He told me, "Soon after I came here, I bought a used American car. But, because the car often broke down during the first half a year and cost much more to have it repaired than the sales price, I bought a brand new American car. The inside of the new car smelled from the beginning. I often wiped the whole inside, and often cleaned the trunk and the hood. While driving, I kept windows open to allow wind to come through as often as possible. But the car still smelled. I brought the car to the dealer and complained. They couldn't find it at first, but finally they pulled up the floor and found a pack of rotten Kentucky fried chicken. It was maybe the leftover lunch of a laborer."

Actually, I myself have had troubles with American cars. In the summer of 1985 I had three different cars during three months in Chicago; I changed twice because of troubles. All three cars were rent-a-cars, which are usually believed to be well maintained.

On a summer day, I drove a Chevrolet up to Niagara Falls between Lake Huron and Lake Erie (Chicago-Detroit-Windsor-Niagara Falls). The trouble started on the way home on the same route. While we were taking a rest in a coffee shop at the service station on a highway, a girl ran up to us and cried, "Leak! Leak!" She took us out to the parking lot, and there she pointed at a puddle of green liquid still spreading. It was the engine coolant. The car lost all of the coolant. We didn't want to move the car any more, but we had to have it repaired. The garage of the service station was closed because it was Sunday. A man putting gas in a car just shook his head to our request for help.

We drove the car very slowly on the highway and found a travel information office. We stopped to grasp at straws, but the lady there also shook her head. (She gave up early on.) We drove anyway into the nearest town. On the way, we noticed a smell as the engine over-

heated. We came across two men remodeling a very old sports car in a garage, but they didn't want our business on Sunday. Then, using a phone directory, at the garage, we made phone calls to other garages one after another, and mercifully managed to find one open. We finally reached there and explained our condition with a smattering of English. We had to stay at the town that night because they had to wait until the next day, Monday, to get a replacement part. The town where we happened to stay was London. So, London became an unforgettable town for me.

There is more to this story. Things went from bad to worse. We should not have gone to Canada. I of course reported the incident to the rent-a-car office, because I had the part replaced. I ended up having to pay the repair and moreover I was fined about US\$100 - I breached the contract.

I really goofed. It was the first time for me to rent a car abroad. I was afraid that there might be something I didn't know or something different from Japan about the car-rental contract. So, with an English-Japanese dictionary in my hand, I read the contract thoroughly, even to difficult legal items written on the back with tiny letters. But, oh my God, I missed an essential warning printed in big and boldface letters at the top of the front side of the paper, saying "VALID ONLY FOR THE CONTINENTAL UNITED STATES."

Anyway I had my car changed after we went back to Chicago. They rented another car to me. After one of the staff explained about levers, switches and accessories, I noticed a noise coming from the hood. I notified the man who had already gone back to the office. He came out, listened to the noise, and with embarrassment replaced the car with another car. This, then, became my third one in three months. There was no story of misfortune to tell about it.

The Chrysler I'm using now went to a garage twice within two months since I got it. I had replaced brakeshoes and headlight bulbs. The headlight bulbs

both burnt out at the same time. Now a speaker is broken down and the digital clock on the radio is sometimes not illuminated. I don't blame the 1986 car, though. The parts were old enough to be replaced.

I may just be unlucky about cars. In fact I have had a few problems with my brand new Honda Civic 1.6L in Japan. Let me tell one of the troubles. It was a very unusual case. If you are bored with trouble stories, please skip the next long paragraph and go ahead to one after the next.

I heard a periodic, low roaring sound like bohhh..., bohhh..., from the front-right. I noticed that it happened at 90 km/h or faster, but not always. I brought my car into a garage of a dealer's shop. My car was there for one and a half months; it took all that time until they identified where the sound came from. It was clear that the sound was not coming from something in the dashboard such as the car stereo or the air conditioner. They consequently suspected that the sound was coming from the hood or around the tires because the sound was cloudy and was really like vibrating sound due to friction of some rotating parts. But, a big question they cocked their heads about thoughtfully was why the sound was coming from the front. Any sound generated outside the driver's compartment would seem to come from the rear, because the car itself is proceeding forward. They examined here, there and everywhere, and finally got the cause of the sound. It was generating at the boundary between the inside and the outside, i.e., the window. The rubber fitting of the window of the driver's side was slightly loose, and there was a very narrow slit. When the car reaches a certain speed, which means that the speed of the head wind reaches almost the same speed, the air is coming into the driver's compartment through the slit. The air inflow vibrates the window glass, which generates the periodic sound. For reference, you should remember that you have to examine not only the rear side of the car but also the front side if you think you

hear some sounds from the rear while driving.

Fortunately, the troubles I had on my new Civic were not serious enough to hinder driving. They were minor. But my friends are joking that my car is a brand new piece of junk. My car is an unusual case. I haven't known of any other new cars that had to be brought into a garage (except for regular inspections) repeatedly in the first few years. Honda can't make any excuse if my car is called a lemon. If you don't think my case is unusual but is more of an everyday thing here, I guess American cars must be truly bad in quality. Considering my bad luck with cars, it may be worthy of special mention that other cars I rented for 15 days in Ottawa, Nova Scotia and the Rockies were very comfortable and had no troubles - but then, they were Canadian cars this time!

Bad reputations linger

Certainly, a car in which the engine is not connected to the ignition key is unheard of in Japan, slipshod maintenance of rent-a-cars is too much tolerate, and a brand new car which contains a pack of rotten sushi would not be even thought of. The stories I related above may be extreme cases. They are not the kind of things you hear about everyday. I might be unlucky. Satoshi might be unlucky. (The other man was really unlucky.) But, stories like these absolutely gave Japanese unrestorable impressions against American cars, and formed stereotypes in the past.

Nowadays, in the 1990s, American cars have fewer mechanical problems, as far as I know. The *Consumer Report* estimated that the average reliability of the 1991 American models is comparable with 1980s Japanese ones. The quality of Japanese cars was not bad in 1980s. And according to a survey by a Japanese motor journalist, the breakdown probability was smaller in the order of Japanese < American, German < Italian, French. I personally do not intend to conclude that the quality of American cars is now generally low. In my impression, Japanese cars have a

slight edge on American cars in quality, but the difference is never as big as Japanese people think.

The majority of Japanese, however, don't imagine so. They seem to be under the mistaken impression that American cars are getting worse every year. Japanese have had these stereotyped opinions since the 1980s, when media broadcasts emphasized the lower quality of American cars. These opinions have been reinforced by those who have happened to have trouble with American cars, including Satoshi and me. Today's American cars have been victimized by the previously-formed stereotypes. Bad reputations once spread are sticky and linger. This psychological barrier, sort of a silly prejudice, is the third reason that American cars are unsold in Japan. The barrier may be the real target the Big 3 must aim at; they have to make definite efforts to get rid of the bad reputations, to restore the credibility, and to get the public acceptance in Japan, rather than to bash it.

American automakers have bashed Japan by singling out the Japanese business custom for criticism. The peculiar business custom of Japan is not necessarily compatible with commercial competition in capitalistic economy, and is criticized as unfair. A part of the business rules of Japan has been improved to make introduction of foreign capital easier.

On the other hand, it is true that Japanese frown upon the emotional remarks of top managements of the Big 3, the forerunners of the Japan bashing. They find faults with Japanese business customs without making self-help efforts to improve their management or their products' quality.

Honda has the "troubles survey" system. Honda engineers periodically visit their dealer shops all around Japan, and collect data on problems reported: what kind of problems, in what situations, how often and how serious. The data are used for future reference to be reflected in the quality check. I believe all Japanese domestic automakers have

such a system. American automakers shove everything related to follow-up onto dealer shops. What happened after the shipment of cars from their factories is of no concern to them. Dealers are also a problem, if viewed from the eyes of Japanese. Since connections between dealers and consumers disappear at the moment the dealer sells cars to the consumers, dealers don't care about the cars they sold. Consumers can't complain to automakers through the dealers network. These attitudes of automakers and dealers look unenthusiastic and irresponsible to the Japanese.

One thing that Japanese can't understand is the attitude of executives of American automakers; why don't they feel remorse because they get such a huge, megabuck salary while they lay off many laborers and while their companies are in the red? Is their indifference to layoffs and to the bad achievements of their companies allowed? The periodical *Business Week* reported that "The salary of executives would be cut before layoff in Japan"^{8,9}.

As mentioned before, the quota of Japanese cars exported to the US has been restricted since 1981. The shortage of Japanese cars as well as business restoration in mid-1980s helped improve the Big 3 sales. However, they didn't use the gain to strengthen competitiveness but invested in Mergers and Acquisitions (M&A) by which they

⁸Mr. Smith, the former president of GM, doubled his pension to 1.10M\$, ignoring intense criticism. The annual salary of Ford's president Mr. Pauling is 1.22M\$, which is as much as the Nobel Prize award. If he quits now, he can get a pension of 1.10M\$ every year. The average annual salary of Ford's line laborers is 38 k\$, and the pension is 20 k\$. The salary of Chrysler's president, Mr. Iacocca, is more than six times higher than those of presidents of Japanese automakers.

⁹**Satoshi's Information:** All of the Big 3 are big share holders of second-class Japanese automakers such as Mazda, Isuzu, Suzuki, and Mitsubishi, and they can get considerable benefits from the automakers. Nevertheless, top managements of the Big 3 bash Japanese automakers.

can get a quick return of interest. The car-import limitation is a sort of moratorium for the Big 3, but so far they haven't been able to revitalize themselves. I am not entirely sure about company management, but it seems dangerous that businesspeople, not engineers, dictatorially drive companies. Active R&D can attract active and excellent brains. I can somehow understand that only 7 out of 1000 university students become engineers in the US, while 40 do in Japan. American automakers may be able to attract business school graduates, but not engineers.

Last autumn, it was considerably big news in Japan that Canadian Honda Civics were no longer to be exported to the US. The US has requested that 50% of more of car parts should be "made on the spot" if they are to be exported to the US tax-free. (In other words, the US regards a car as "foreign" if less than 50% of parts of the car were made in North America, and imposes tax.) The Honda-Canada was surprised because, according to their calculation, 69% of the parts of their Civics were made in North America.¹⁰ This news astounded and disappointed Japanese; "How far will they go with their bashing? When on earth are they satisfied?" Even in business dealings between two North American countries, the difference in interpretation of detailed trade regulations between the US and Canada was used to bash Japanese automakers.

American automakers are not enthusiastic to sell their cars to Japanese people in terms of sales and technology, the executives won't give all that they have to streamline their management, and they blame Japan for their management crisis - this is an honest look of the Japanese on American automakers. Japanese automakers have continued to make efforts since the 1960s in order to improve the cheesy and powerless cars

¹⁰It was found later that the methods of the calculation were different between Canada and the US. The definition was misleading, and it will be more clearly redefined.

and to overcome accompanying disgraceful reputations like Japanese cars can't merge into the expressway traffic lane. I want to know how their efforts were.

The share of Japanese automobiles (US-born + Japan-born) reached 31% in 1991 in the huge US market of 180 million. In contrast, American cars have only 0.6% (36,000) of the automobile share in Japan. Ninety-five percent of all American cars made are sold in the US. Japanese cars are in great demand both in North America and Japan, while American cars are basically only sold in North America. This inevitably brought about a trade imbalance, an excess of car exports over imports, for Japan.

As mentioned before, because of the small market demand for American cars in Japan, American automakers can't establish their own sales network in Japan. There are Volvo Japan and BMW Japan, but there are not, for instance, Ford Japan, Japan Chrysler or GM Japan. While I often see advertisement of Japanese cars here in Canada, the Big 3 don't show TV commercials in Japan. Naturally, Japanese people have fewer opportunities to get to know about American cars. A vicious circle.

Imported cars have been on sale only through specialty dealer shops in Japan. After the Japanese government recently got intense pressure from the President Bush and presidents of the Big 3 last January, Japanese car dealers have begun selling the American cars of their affiliated companies, such as GM-Toyota, Ford-Nissan and Chrysler-Mitsubishi. It seems a drop in the bucket, though. Unpopularity of American cars in Japan is a sharp contrast to the many other attractions of North-American life to young Japanese people. Imported American goods flood their daily life, from Budweiser to Michael Jackson.

In 1991, Chrysler's drop in sales removed them as one of the Big 3 in the market. Honda came third after GM and Ford. Toyota came fourth, followed by Chrysler. Last year GM began producing the Saturn. It is a small and low-

priced (US\$11,000) model which, from what I hear, was developed to overcome the Honda Civic. Saturn will land in Japan in 1995. Will it upstage Honda's share? (I am a little concerned about what an American car critic said just after test ride of the Saturn. He gave unreserved praise to it: "Great! Fantastic! It's just like Honda!")

American cars do have a lead on Japanese cars in the safety technology, such as air bags, anti-lock brake systems (ABS), impact-absorbing bumpers and daytime running lights. These are standard equipments here in North America, but as yet are optional in domestic Japanese cars. Air bags are supposed to be obligatory equipment as of 1994 in Japan. American automakers as well as Europeans have made safety a strong component of their marketing strategy. It is taking time for domestic Japanese automakers to make progress without a price hike. Generally speaking, I'd say cars in North America are more advanced in terms of comfort, safety and friendliness for drivers, i.e., human technology, than are domestic Japanese cars.

I have no idea about whether Japanese car sales will increase in the future in North America. The fact that the US government has to continue to impose import restrictions on Japan implies that there is still a big demand for Japanese cars. On the other hand, Honda announced last summer that it would withdraw from the Formula 1 race (MacLaren-Honda) partly because the sales of Japanese cars in North America are predicted to stall. In the near future, more and more Korean cars will be flowing in. American automakers also may have to compete with Korean ones. Hard times will continue for American automakers.

Lastly, there are two things that I have noticed here in Canada. One is that automobiles don't have tool kits. All automobiles in Japan are equipped with tool kits. Tool kits minimize the car breakdowns, and this is one reason why

Japanese cars are said to be of good quality(?). The other thing is a question about how to call for help if we have trouble on highways in secluded areas. The roads called highways in Japan are all toll roads. People complain that they are expensive, but a benefit is that they are equipped with emergency telephone every 1 km.

I thank Satoshi OHASHI for his helpful comments and information.

American Alaska is as Young as Canada

To my friends in Japan:

This is a short history on pre- and post "Seward's Folly" of Alaska, which was mentioned by Jude in the SN Canada Note No.1. Involvement of Japan to Alaska is briefly described.

The discovery of Alaska in the modern history was a result of Russia's expansion policy to the Far East. The discovery was made in 1741 by Captain B. Bering, a Dane naturalized in Russia. The ambitious Czar Petra (Peter the Great) was enthusiastic to open up the sea routes to the Far East. He unfortunately passed away in 1725, but his more ambitious daughter Empress Katherine succeeded with her father's ambition toward the Far East.

The term Far East is, by the way, not familiar to many Japanese people. They may not notice that it means East Asia if they have heard of the term, or they may not be able to understand why Japan is called the Far East. It's no wonder. The land of Japan is located in the very center of the world map published in Japan. On the map, the Atlantic coast area of the American Continent is the far east and that of the Eurasian Continent is the far west. East Asia is the Far East when viewed from Europe. The Far West is the Pacific coast area of North America, and the Near East contains Turkey,

Afghanistan, etc. Then, why are countries from Iran to Egypt called the Middle East?

By order of Empress Katherine, Bering started his exploration leaving the mouth of the Kamchatka River of Kamchatka Peninsula in 1728. He reached the easternmost part of the Eurasian Continent, having made sure that the continent was not connected to the American Continent by land. The farthest east he reached is Chuleot Peninsula. The strait between this and the opposite shore, Seward Peninsula, is called the Bering Strait. The sea Bering passed from Kamchatka to the Bering Strait was named the Bering Sea.

He returned to Petrosberg, the capital of Russia, and in 1733 Bering again set off on an exploration of the American Continent and the Arctic Ocean. Seven years later, he arrived in a cove near present Sitka, southeastern Alaska. Alaska was thus discovered. It was 1741. Although Bering died on his way back to Russia in the Aleutian Islands, the rest of the expeditionary party returned to Petrosberg with lots of animal fur. The fur created a sensation in the Russian Court first and then the Russian society. Fur thus became a major motive of Russia's advancement to Alaska. A Russian hunting tribe surged into the Aleutian Islands and hunted fur animals as plunderers. This invasion caused an uprising of Aleuts, native people of the Aleutian Islands, and the Russian navy was dispatched to suppress the uprising. This dispatch initiated the colonization of Alaska by Russia.

I have visited several fine museums in Canada. Two things continue to surprise me: one is the history of conflicts between races or nations in the course of colonization, and the other is the fur trade. In terms of coldness-proof clothes, fur is unfamiliar to me and to almost all Japanese who have lived in the milder climate of Japan. It is merely regarded as a luxury. Although I have known of fur as a daily necessity for northern people, I newly recognized the importance of fur itself and the impor-

tant role of fur trade in the native peoples' history of survival.

At that time of Russia's making its way to northwestern North America, the eastern North America was, those days, the stage of conflict between France and England to expand their colonies. As a result of the French Indian War (1760), the Nouvelle France collapsed and North America was divided into three regions; the eastern third belonged to England, the southeastern third to Spain, and the northwestern third (except Alaska) belonged to no one. The birth of the United States of America soon occurred (1776), and in Europe, two historic, earth-shaking incidents happened: the Industrial Revolution (1772) and the French Revolution (1789). Japan had not yet shown up on the world stage.

Indifferent to noises in Europe, Russian fur traders were absorbed in their business. They employed the Aleuts for hunting. They constructed the town of Sitka in 1799, established the Czar-controlled Russia-America Company, and declared the region a Russian territory. Sitka prospered as a world fur trade center and was once nicknamed "Paris of the Pacific". Russia had already expanded its trade down to California. The expansion stimulated England and France. The exploration of Captain Cook to the North Pacific Sea was made as a result. He anchored in 1776 in a small port which was later named Anchorage.

In order to hold Russian's movements in check indirectly, the Hudson Bay Company constructed a fort at Vancouver, north of Portland, Oregon. Russia took the countermeasure; they banned any business activity of foreigners in Alaska. These movements made the situation serious between them, but averting military collisions, Russia concluded a treaty with the US in 1824 and with England in 1825, allowing them to use ports in Alaska. The boundary between Canada and Alaska was drawn in the Russia-England treaty. In this first half of the 19th century, Russia's fur trade extended from the Bistol

Bay to California, but actually the management of the national company was rapidly going downhill and soon reached the bottom. This was partly because of the decrease in fur animals due to the indiscriminate hunting, and partly because Russia was in a state of exhaustion after the Krimskii War (1853-1855). The government couldn't give the company financial support any more. The once gold-mine national fur trader, Russia-America Company, then became excess baggage.

At that time, the door of Japan was being to be opened abroad. Japan had broken off all relations with foreign countries, prohibited foreign travel and entered an era of isolation in 1639. The era of isolation continued about 200 years. In 1853, the US Commodore M. C. Perry landed near Tokyo and forced Japan to open the door to foreign trade. The era of isolation came to end.

As the management of Alaska had become a burden to the Russian government, they thought to sell Alaska to the US and sounded out the US's intention about the deal in 1859. The US, however, in fact couldn't turn to look at Alaska because of domestic problems; the Civil War began two years later (1861). After the war was over in 1865, western states of the US began to campaign to purchase Alaska. The negotiation was made between a Russian minister and the US Secretary of State, W. H. Seward. (I don't know why western states wanted Alaska and why W. H. Seward earnestly supported them.) The contract of the session was concluded on March 23 of 1867, and the Stars and Stripes fluttered in Sitka on October 18 of that year. The past October 18, 1992 was the 125th birthday of Alaska as part of the US. Alaska is younger than Canada only by three and half months.

The US paid 7.2 M\$; about \$4.7 per square km. Because 7.2M\$ was about a third of the national budget of the US, it was natural that the superdiscount was scathingly criticized as "Seward's Folly," "Seward's huge refrigerator," "playground of polar bears," The amount in fact did not represent the

price of the land, but was the debt of the Russia-America Company. Besides being upset about the expense, Americans must have suspected that the Russians were snickering to themselves - The US had bought the worthless land that Russia abandoned. Thirty years after the Russians' snickering, however, the Americans roared with laughter. Gold was discovered. Could Mr. Seward have known? A novelist, Jack London, rushed to discover gold mines in 1896, but he couldn't find even one ounce of gold. However, Alaska awakened his talent in literature. His Alaska-based works such as *Call of the Wild*, *White Fang*, and *The Sea Wolf* earned much more than most of gold miners did.

The boundary between Alaska and Canada was decided in 1903, not by Russia and England but by the US and Canada. Alaska was recognized as a Territory of the US in 1912 and was promoted to a state on January 3, 1959, under the President Eisenhower. The biggest state in the US was thus born. A Japanese tourist guide book says that Alaska is bigger than Texas, the second biggest state, by twice or more, and as big as the sum of areas of Texas, California and Montana... I can't imagine. I have never recognized the size of these states. It is a little easier to imagine for me if I directly say that Alaska is four times bigger than Japan¹¹.

What happened to Russia after "Seward's Folly"? Russia couldn't recover from its exhausted state after the Krimskii War. The "Age of Russia" was finally over and the Union of Soviet Socialist Republics abruptly appeared in 1917. Japan was militarizing, getting presumptuous after the two victories against China (1894) and Russia (1904).

There are three times that Japan got involved in Alaskan history (except recent flocking tourists). The first was

¹¹ Alaska: 1,530,693km², Texas: 691,022km², Japan: 377,801km². So, Quebec is almost the same size as Alaska, and Manitoba, Saskatchewan and Alberta are about the same as Texas.

during World War II. In 1943, Japan moved its armed forces to the Attu Island, close to the western edge of the Aleutian Islands, was struck back by the US and Canadian forces, and the invasion was annihilated. The second involvement was concerned with the Trans-Alaska Pipeline, the world's second longest artificial structure after the Great Wall of China. Because of harsh environmental protection movements against the construction, the project was forced to stop getting started. But, the steel tubes were already ordered from a Japanese steel company. Huge numbers of tubes arrived one after another at the port of Valdez, but they were long heaped up uncovered at the building materials place.

The third involvement of Japanese with Alaska was at the Anchorage Airport. The end of the cold war between the US and the former Soviet Union enabled Inuits to meet their families and relatives who live on opposite sides of the Bering Strait separately. But the end of the cold war also decreased Japanese "involvement" in Alaska, since Japanese airlines don't have to take the Arctic route any more. Flying over the Soviet Union was prohibited before the collapse. (Some of you may remember that a Korean Air flight was destroyed by a Soviet fighter missile a few years ago.) Previously, the two available routes for Japanese to go to Europe were the southern route and the Arctic route. The former goes through Southeast Asia, South Asia, the Middle East and enters Europe. This route is generally cheap but time-consuming and often not on schedule. Students often use it. The Arctic route leaves Japan, makes onestop at Anchorage for refueling, and then flies over the Arctic Ocean to Europe. My trip last November took 14 hours to the Charles de Gaulle Airport from TYO/NRT. All flights on the Arctic route must stop at Anchorage en route from Japan to Europe and from Europe to Japan. Here is the last opportunity for Japanese tourists who forgot to buy souvenirs in Paris; they hurriedly buy smoked salmon there. Most flights

don't take the Arctic route to Europe now, so few flights stop at Anchorage, and all the souvenir shops are gone. Where have Japanese shopladies gone?

A great Japanese explorer, Naomi Uemura, was the world's first conqueror of the highest peaks of the five continents, and he succeeded in independent dog-sled explorations to Greenland and the poles. He challenged the Arctic again, but he failed. It is said that he fell into a crevice of the glacier to death. He is sleeping in the glacier in Denali.

I wanted to go to Alaska last summer, but I couldn't. I hope I can someday.

Some people asked me the objective of this note. This series of SN Canada Note is just for fun. They don't have any special purpose, and they are not either the monthly reports or the quarterly reports to JAERI. I welcome comments.