

*Four prefixes describe certain people widely regarded as billionaires. Some may just have it too well hidden. Others accentuate assets and downplay debts. Still others have lousy luck.*

# FORMER, NON, MAYBE AND WANNA BE

**Non:** Kuwait's **Al-Marzook family** proves to be less well endowed with real estate and more endowed with debt than we thought.

**Former:** **Ramón Areces**, the richest man in Spain, died last year at 84, leaving his estimated \$2-billion-plus fortune to a foundation.

**Maybe:** **Michel David-Weill**, the French citizen and New York City resident who is the power at renowned international investment house Lazard Frères, has \$800 million that we can identify, and perhaps much more.

**Wanna Be:** Italy's **Carlo de Benedetti** has had poor luck at his empire building this past year; his visible net worth comes to near \$600 million.

**Maybe:** **Henry Fok** (rhymes with "luck") of Hong Kong has a minority interest in Stanley Ho's Macao casino empire, and perhaps much more.

**Former:** **Akikazu Fujisawa**, proprietor of Tokyo's Yodobashi Camera shops, is having earnings trouble. Even his Shinjuku district real estate seems not enough to keep him on our listing.

**Maybe:** **Sir James Goldsmith**, assumed by many in the press to be a billionaire, remains off our list not because of his failure with B.A.T Industries so much as because of the one big unanswered question: How much debt was there in his empire before he started cashing out some of his holdings?

**Non:** **Alfred Heineken**, heir to the Dutch brewing fortune, owns half of a publicly traded trust that, in turn, owns half of the famed Heineken Brewery. Value of his portion therefore: about \$500 million.

**Maybe:** **Stanley Ho**, the mysterious controlling partner in Macao's casino cartel, is exceedingly rich, but too lit-

tle else is visible to include him.

**Non:** Japan's **Iketani family** has put too much of its Tokyo Steel stock holdings into a foundation to find a place on this listing.

**Maybe:** Saudi Arabian **Saleh Kamel** heads Al Baraka Group, which operates a string of Islamic banks throughout the Middle East and North Africa. The company also does maintenance work and contracting, and has several foreign franchises. The group's total equity is nearly \$900 million.

**Former:** The visible net worth of Japan's **Masao Kato** and family fell below \$1 billion, as the earnings of their privately held corn syrup maker, Kato Kagaku, dropped.

**Former:** The stock of Japan-based international builder Kumagai Gumi collapsed last year, taking the **Kumagai family's** holding far below the \$1 billion mark.

**Former:** Hong Kong's **Lee Shau-kee's** Henderson Land collapsed after the Tiananmen Square disaster along with other Hong Kong real estate stocks. But unlike, say, Kwok Tak-seng's, Lee's stock didn't bounce back enough to restore him to the billionaires' ranks.

**Maybe:** **Costas Lemos**, said by some to be the richest Greek shipowner of them all, currently has only five ships; with identified real estate, what's visible is estimated at around \$250 million. If he has more than \$1 billion, he's hidden it well.

**Maybe:** The **Livanos family**, another Greek shipowning name to conjure with, has over 20 ships currently, but not enough other identifiable holdings to call them billionaires.

**Maybe:** Japan's **Masao Nangaku** has more debt than previously realized, and some land on long-term lease rather than directly owned.

**Non:** The late **Christina Onassis'** daughter Athina, now 5, is the diminutive heiress to a famous name and a shipping empire worth about \$500 million. At 10%, she'll be a billionairress by the time she hits junior high school.

**Maybe:** South Africa's **Harry Oppenheimer's** visible holdings are worth about \$800 million; whatever else there may be remains to be tracked down.

**Non:** **Osman Ahmed Osman** founded Egypt's giant Arab Contractors Co. but doesn't operate it. The Egyptian government, not Osman, owns it.

**Non:** Saudi Arabia's **Ghaith Pharaon**, who was once a near-billionaire, continues to wrestle with financial problems.

**Former:** **Ted Rogers**, the Canadian cable TV and cellular phone king, has holdings in his Rogers Communications that topped \$1 billion earlier this year, but more recently fell to \$800 million.

**Wanna Be:** **Gerald Ronson**, proprietor of Britain's Heron International, still seems to be hovering below the \$800 million mark.

**Non:** India's legendary **Tata family**, who basically created India's industrial base, continues to run significant slices of the Indian economy. However, the bulk of the ownership resides in charitable trusts.

**Non:** Germany's **Thyssen family**, much of it resident in Argentina, is related to a billionaire (*see Thyssen-Bornemisza*), but its holdings in the Thyssen steel empire still fall far short of \$1 billion.

**Former:** Sweden's **Wallenbergs** dominate their national economy, but do so through a series of foundations in which most of the ownership of their huge empire resides.

# RANKING FOREIGN BILLIONAIRE FORTUNES

Name/country/industry	Page	Name/country/industry	Page
<b>Over \$10 Billion</b>		Koc, Vehbi/Turkey/conglomerate	247
Mori, Taikichiro/Japan/property development	165	Liem Sioe Liang/Indonesia/finance, trade, manufacturing	140
Tsutsumi, Yoshiaki/Japan/land, railroads, resorts	164	Merck family/Germany/drugs, chemicals	240
<b>Over \$5 Billion</b>		Mohn family/Germany/publishing	234
Brenninkmeyer family/Holland/retailing	216	Murata, Junichi/Japan/fax, industrial machinery	150
Haub, Erivan/Germany/supermarkets	228	Ochoa family/Colombia/cocaine	180
Itoyama, Eitaro/Japan/land	174	Oetker, Rudolf August and family/Germany/food, brewing	237
Iwasaki, Yohachiro/Japan/logging, property, resorts, etc.	174	Oppenheim family, von/Germany/banking	237
Nakajima, Kenkichi/Japan/pachinko machines	156	Otani, Yoneichi/Japan/hotels	170
Quandt family/Germany autos, industry	232	Otsuka family/Japan/pharmaceuticals	160
Rausing, Hans and Gad/Sweden/liquids packaging	212	Sabanci brothers/Turkey/conglomerate	248
Reichmann, Paul, Albert, Ralph/Canada/real estate, investments	190	Sagawa, Kiyoshi/Japan/delivery service	160
Shin Kyuk-ho (a.k.a. Shigemitsu, Takeo)/Korea/candy, real estate	128	Sainsbury, David and family/U.K./supermarkets	196
Thomson, Kenneth Roy/Canada/publishing, retailing	192	Saji, Keizo/Japan/liquor	152
Watanabe, Kitaro/Japan/real estate	168	Schickedanz family/Germany/mail order	226
Yoshimoto, Haruhiko and family/Japan/real estate	171	Schmidheiny, Stephan and family/Switzerland/construction, etc.	218
<b>Over \$2 Billion</b>		Schmidt-Ruthenbeck/Germany/retailing	240
Agaelli, Giovanni and family/Italy/autos, etc.	202	Seydoux/Schlumberger family/France/textiles, media, oil services	205
Albrecht family/Germany/supermarkets	228	Shino, Rinji/Japan/real estate, leisure	176
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# RANKING FOREIGN BILLIONAIRE FORTUNES

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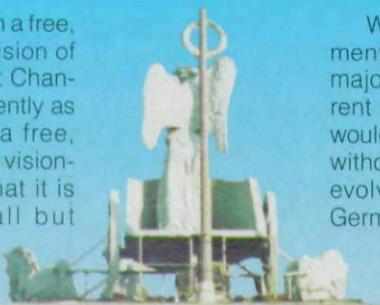
# A TRANSATLANTIC PARTNERSHIP

## GERMANY AND THE UNITED STATES

By Richard Jacob

**A** free, united Germany within a free, united Europe" was the vision of the Federal Republic's first Chancellor, Konrad Adenauer. As recently as a year ago, the feasibility of a free, united Germany seemed, well, visionary, at least in this century. That it is about to happen is now all but inevitable.

While political and economic ferment in the Soviet Union has been a major catalyst in this process, the current reconfiguration in Central Europe would scarcely have been conceivable without the close partnership that has evolved between the U.S. and West Germany over the last 40 years.



Reuters/Bettmann Newsphotos



This special report was jointly sponsored by the German American Chamber of Commerce and the Friendship in Freedom Initiative.

**According to the laws of automotive physics, all cars must age. Some just do it much more gracefully than others. One car, however, appears to buck the trend entirely: the BMW 325is. Car and Driver tested one while new, then put it through identical tests after 30,000 mercilessly driven miles. At which time it was found to accelerate quicker, reach a**

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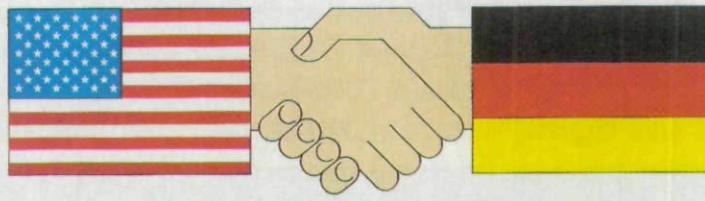
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The political aspects of this relationship have long been fairly obvious, some even predating the foundation of the Federal Republic in 1949. Less well known are the strong economic and business ties that have grown and matured during this period. The genesis of the latter can actually be traced back to the 18th and 19th centuries.

The historical paradigm for the close political and economic partnership between the U.S. and the Federal Republic of Germany was set by the Treaty of Amity and Commerce that the U.S. signed with Prussia in 1785. Only the fourth international agreement signed by the fledgling American republic, it provided for greater freedom of maritime commerce than any other treaty the U.S. had yet concluded. It was signed in September 1785 by a Prussian diplomat under the authority of Frederick the Great and, for the American side, by Benjamin Franklin, Thomas Jefferson, and John Adams.

Writing to a friend in France, George Washington said that "the Treaty of Amity... between the King of Prussia and the United States marks a new era of negotiation. It is perfectly original in many of its articles. It is the most liberal Treaty which has ever been entered into between independent Powers." Not a bad way to start a relationship.

### Ties That Bind

If the U.S. is a nation of immigrants, then the German element must be accorded substantial credit for its contributions in building the nation and developing its culture. A proclamation signed by President Reagan in 1987 noted that more Americans trace their heritage back to German ancestry than to any other nationality—one in four. More significantly, according to the White House, "few people have blended so completely into the multicultural tapestry of American society and yet have made such singular economic, political, social, scientific and cultural contributions to the growth and success of these United States as have Americans of German extraction."

*The Harvard Encyclopedia of Ethnic Americans* puts total German emi-

**First as farmers and artisans and later as entrepreneurs, Germans left an indelible imprint on the economic landscape of the U.S.**

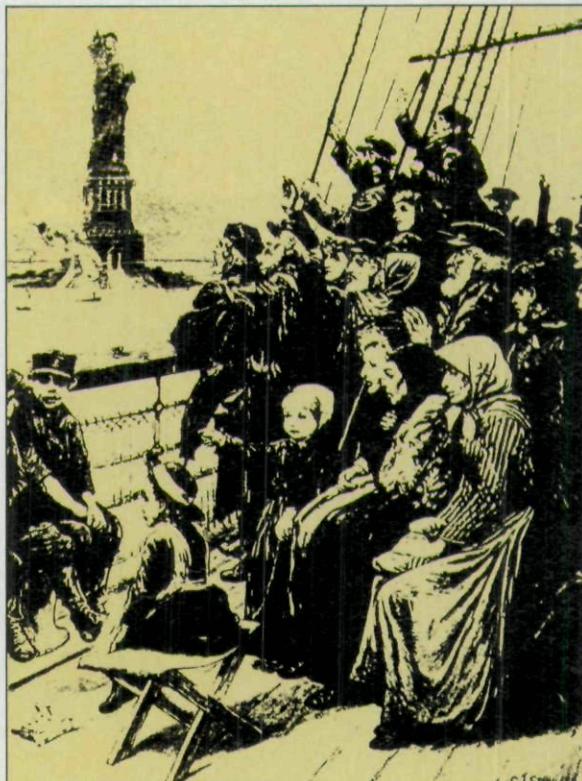
gration to the U.S. between 1820 and 1900 at around 7 million, and it estimates that between 1850 and 1900 Germans were never less than a quarter of all the foreign-born in the U.S.

Today, of course, the descendants of this huge pool of humanity have been

fully assimilated, but their ancestors bequeathed such important artifacts to the core of Americana as Santa Claus, the Christmas tree, hot dogs, hamburgers and the kindergarten.

In a more serious vein—and earnestness is both a German vice and virtue—German immigrants and their descendants in the 19th century furnished a major resource of muscle and brain-power in developing the territories west of the original 13 states. First as farmers and artisans and later as entrepreneurs, Germans left an indelible imprint on the economic landscape of the U.S.

Many became legends in their own time. John Jacob Astor's ruthless fur-trading operations west of the Mississippi provided the first impetus to the colonization of the West and helped to make him the richest man of his time in the U.S. Frederick Weyerhaeuser left Germany a penniless youth in 1852, earned the title of "the lumber king," and left a fortune estimated at \$300 million when he died in 1914. Not to be forgotten either is Karl Steinmetz, whose seminal



**Immigrants arrive in New York.  
Between 1820 and 1900 some seven million Germans emigrated to the United States.**

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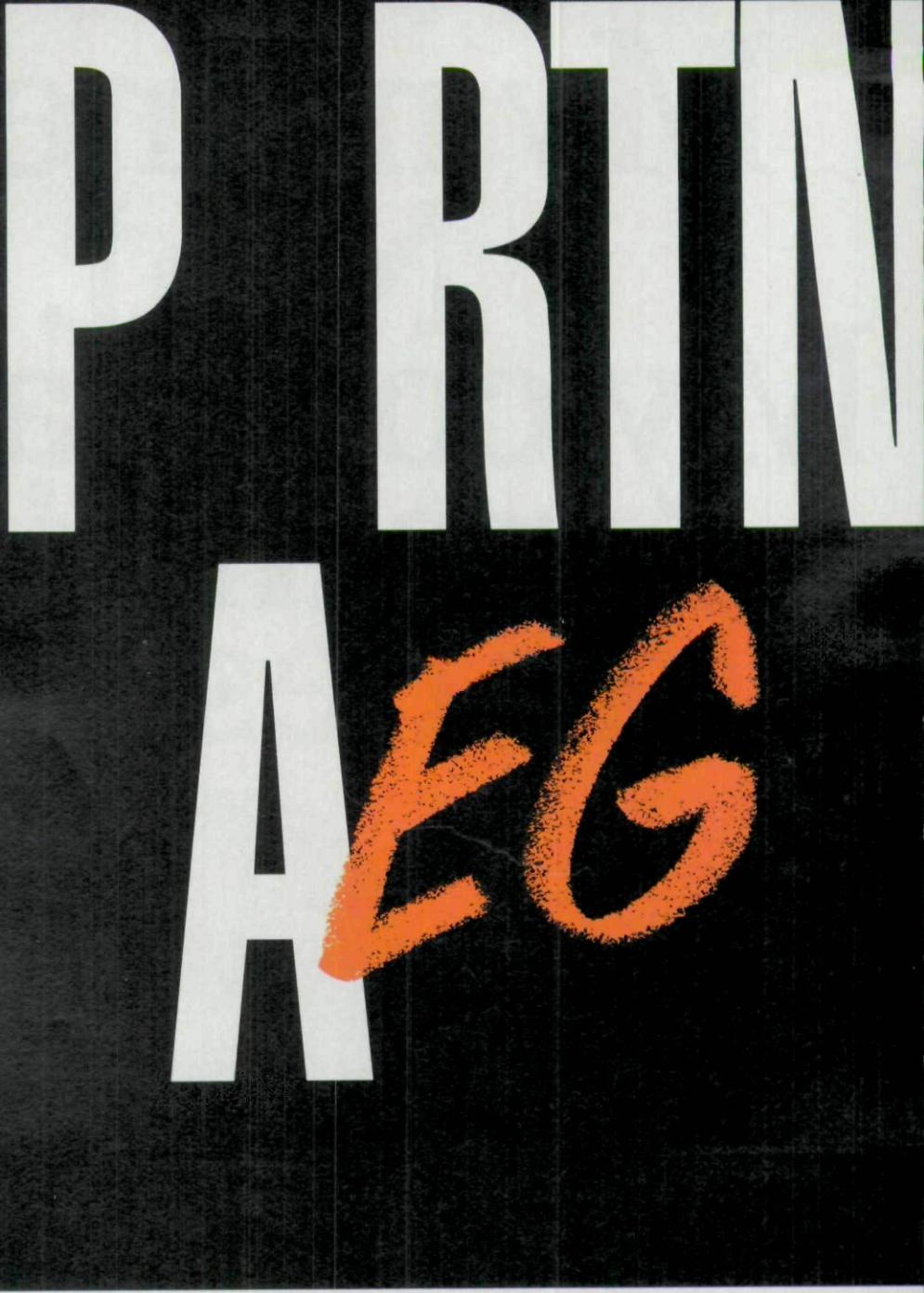
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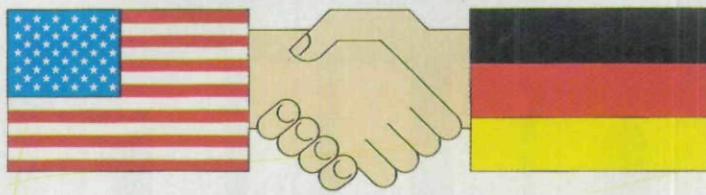
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**Skyline of Frankfurt,  
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discoveries in electricity laid the foundation for the future success of General Electric.

Names like Anheuser-Busch, Chrysler, Heinz, Timken, Levi Strauss, Hershey, Kraft, Westinghouse, Mengenthaler, Bausch and many other icons of U.S. business today testify to the energy and business acumen of these 19th century immigrants and their offspring.

### The Road Back

1945 is known in modern German history as "Year Zero." Its factories shattered, the transportation and communications infrastructure in disarray and the population on the brink of starvation, the first three years in Germany after World War II were, in the words of the *Economist* of London, "utter economic hell."

Washington and the director of the U.S. military government, Lt. General Lucius Clay, were the first to recognize that some degree of reconciliation and economic support would have to accompany the political rehabilitation of a defeated Germany. In 1946 President Truman asked former President Herbert Hoover to survey the economic problems in occupied Germany. In his report to the White House Hoover stated the dilemma succinctly: "You can have vengeance, or peace, but you can't have both."

As it became more obvious in 1946 that four-power agreement on the future of Germany as a whole would be impossible, General Clay began to formulate a policy whose objective was relatively simple and clear: turn the western zones of Germany back to the Germans and then turn them loose to rebuild their devastated economy.

Secretary of State James Byrnes gave the signal for this change in official U.S. policy in a key speech in Stuttgart on September 6, 1946. Declaring that the Germans must be given a greater measure of self-government so that they could become self-supporting, Byrnes' speech reached its telling climax with these words: "The American people want to help the German people win their way back to an honorable place among the free and peace-loving peoples of the world."

In the following years, economics provided the foundation upon which the German people could build a democratic society. In his famous commencement address at Harvard University on June 5, 1947 Secretary of State George Marshall proposed what would later be known as the Marshall Plan: "Any government willing to assist in the task of reconstruction will find full cooperation on the part of the United States." Germany was invited to participate. The second step that ultimately led to the so-called German "economic miracle" was Lud-

wig Erhard's decision in July 1948 to abolish rationing of food and other essentials and to lift all wage and price controls. In effect, Erhard, the future minister of economics of the Federal Republic of Germany, was acting on his admonition to the postwar Germans to "turn the money and the people loose and they will make the nation strong." As the saying goes, the rest is history.

### The American Connection

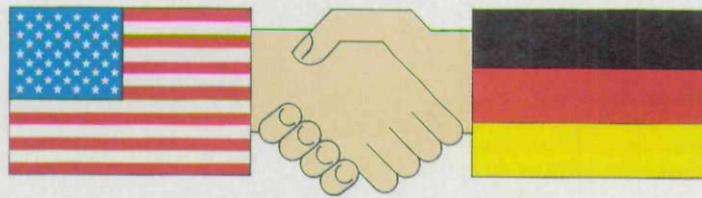
In a speech in New York last year, a leading German business executive, Dieter Spethmann, the chief executive officer of Thyssen AG, said: "The Americans were the most important godparents at the cradle of the Federal Republic of Germany," and he noted that "the friendship between the U.S. and the Federal Republic is a fact, socially, politically, economically and militarily."

To be sure, U.S.-German relations today must be viewed against the background of American political support for West Germany, which has been as tenacious as it has been consistent, from the Berlin airlift in 1948 to President Bush's forthright endorsement of German uni-

### Frenkel & Co. Inc.

The growing numbers of German companies with subsidiaries in the U.S. provide growing opportunities for American companies offering financial services. New York-based Frenkel & Co. Inc., for instance, provides a host of commercial insurance and risk management programs to the U.S. subsidiaries of German firms. "We are particularly proud of our association with our many German-American clients," says executive vice president, Martin Elkinson. "We can work directly with U.S. subsidiaries of a German parent and equally well in conjunction with a captive broker, risk manager or an independent correspondent broker located in Germany."

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fication. Indeed, the postwar history of U.S.-West German political relations has represented a genuine partnership as well as an alliance, even if one side has been a somewhat junior partner.

The less public dimension of this relationship has been the close economic condominium that has evolved between the two countries. In this instance the relation has been considerably more equal, with a rich fallout of benefits to both countries. Providing a concrete foundation to the political superstructure, the strong commercial ties that bind the U.S. and the Federal Republic vividly support Woodrow Wilson's description of business as "the organization of the energies of peace."

### The Economic Imperative

As the perceived military threat from the Soviet Union recedes, the major global challenge facing the U.S. today is to redress its substantial foreign trade deficits. While the U.S. merchandise trade with West Germany has been in the red for most of the 1980s, the deficits have declined sharply and steadily since 1987. (U.S. trade accounts with the Federal Republic in the 1970s were either in surplus or in virtual equilibrium.) Over the last three years, the U.S. shortfall has plunged from \$16 billion to approximately \$8 billion. By comparison, the American deficit with Japan last year amounted to \$49 billion and \$13 billion with Taiwan.

The reasons for the improvement in the U.S.-German trade ledger have been twofold: a depreciating dollar that makes imports more expensive and an aggressive sales effort by U.S. exporters.

German car exporters have felt the impact of the higher price tags on their products in the past two years. Now they face a looming challenge from new high-performance cars from Japan, and they are not intimidated. Says Karl Gerling, the president of BMW of North America: "While we will be a quickly moving target when it comes to innovation and meeting needs in the market, every BMW will continue to be based on the philosophy of performance and driver orientation

cars or stereos and selling beef and timber in return."

Another gauge for measuring the dynamic trend in commerce between the U.S. and Germany is the figures on air freight and travel. Lufthansa German Airlines reports that its air freight between the U.S. and Germany more than doubled in the last decade, from 103 million tons in 1980 (includes Canada) to 213 million tons last year (U.S. only). During that same period, passenger traffic leaped by just under 100%, from 920,905 to 1,746,850.

### Returns on Investment

While foreign direct investment in the U.S. has in recent years become a

**Every BMW will continue to be based on the philosophy of performance and driver orientation through advanced technology and design.**



BMW of North America

**BMW production combines sophisticated robots and meticulous handwork.**

through advanced technology and design."

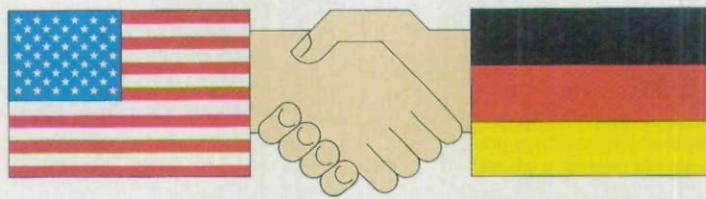
A more telling profile of the U.S.-German trade relationship emerges from an analysis of the composition of U.S. exports to the Federal Republic: according to the U.S. Department of Commerce, 84% of U.S. sales of \$14 billion to West Germany in 1988 (the latest breakdown available) consisted of manufactured goods and sophisticated high technology. Or, as Werner Walbrol, executive director of the New-York-based German American Chamber of Commerce, observes: "You can't just look at the volume of trade between the U.S. and Germany. You have to examine the 'quality' of the trade relationship. We're not talking about Americans buying

highly controversial and occasionally emotional issue, Federal Reserve Board Chairman Alan Greenspan does not number himself among the xenophobes. In testimony before Congress in January, he described concerns as overblown because "foreign investment in the U.S. spurs competition, provides infusions of new capital and speeds the spread of technological advances."

An examination of German fixed investment in the U.S. provides some illuminating support for Greenspan's position.

Mutual private direct investment by West Germany and the U.S. is, in the first place, in approximately equal balance. Estimates by the Department of Com-

# A TRANSATLANTIC



## PARTNERSHIP



### German American Chamber of Commerce

The German American Chamber of Commerce, a membership organization, provides a unique opportunity for establishing top-level business contacts with German companies - both in Germany and the U.S. The Chamber also offers a variety of services, available to non-members as well, such as business development projects, an ambitious seminar program and key publications on "how to do business in Germany." Annual Membership starts at \$300.

For more information, please call or write:  
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New York, NY 10103  
Telephone 212 974 8830  
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Over 55% of German direct investment in this country is in the manufacturing sector.

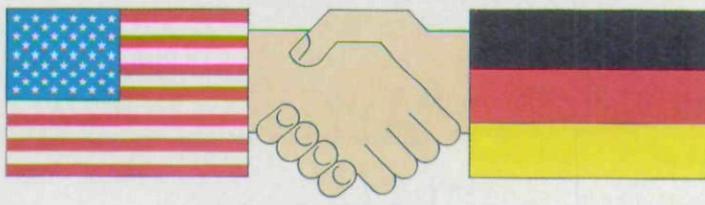
merce place U.S. direct investment in the Federal Republic by the end of 1988 at \$21.7 billion; German investment in this country during this same time frame stood at \$23.8 billion. (By comparison, Japanese investment in the U.S. amounted to some \$66 billion versus \$17 billion of U.S. holdings in Japan.)

Employment and job-creation in this country have also benefited. The latest Department of Commerce figures put total employment of U.S. nationals by foreign subsidiaries in this country at 3,160,000, and Frankfurt-based Commerzbank estimates that German companies located in this country—and their U.S. subsidiaries—employ some 400,000 Americans.

#### Trade Fairs

Germany's world-renowned trade fairs offer U.S. businesses unique opportunities for developing markets in Germany and Europe. The Cologne trade fairs, for example, sponsored 26 international shows in 1989 that drew over one million buyers from 145 countries. The Frankfurt trade fairs reported a veritable boom in American business, with a 42% leap in U.S. exhibitors to 950 and a 17% increase in U.S. visitors to 10,000. Information and details on upcoming shows can be obtained from the U.S. representatives, Mr. Hans Teetz (Cologne) and Mr. Philip Hans (Frankfurt) at (212) 974-8830.

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On the other hand, technology transfer is, by its very nature, more difficult to identify and measure. One benchmark with regard to German technology transfer to the U.S.: over 55% of German direct investment in this country is in the manufacturing sector, a share exceeded only by France.

One leading example of this phenomenon is the Las Vegas People Mover, the first magnetically levitated transit system to be built in North America. Magnetic Transit of America Inc. (MTA) is the system supplier; MTA in turn is a member of the AEG Westinghouse Transportation Systems Group—a joint venture formed in 1988 to unite the transportation activities of Frankfurt-based AEG AG and Westinghouse Electric Corp. There is also talk of using the mag-

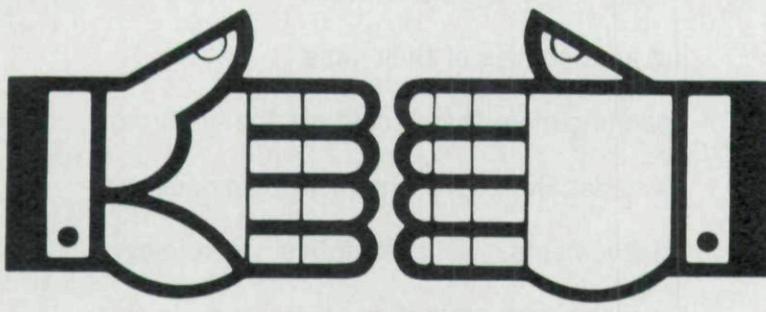


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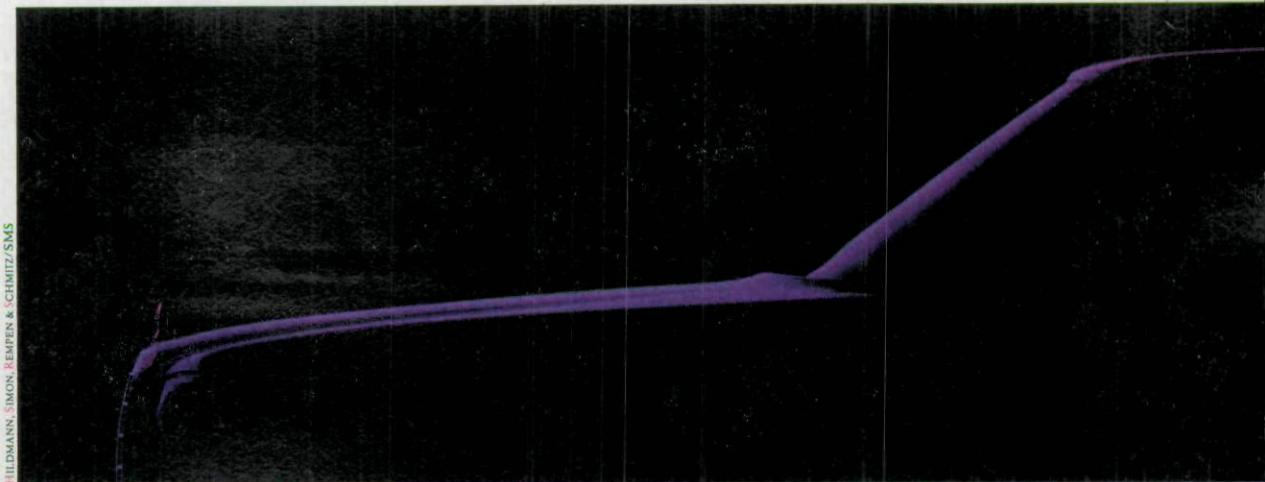
# F

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# “Art will always be art.”

Johann Wolfgang von Goethe



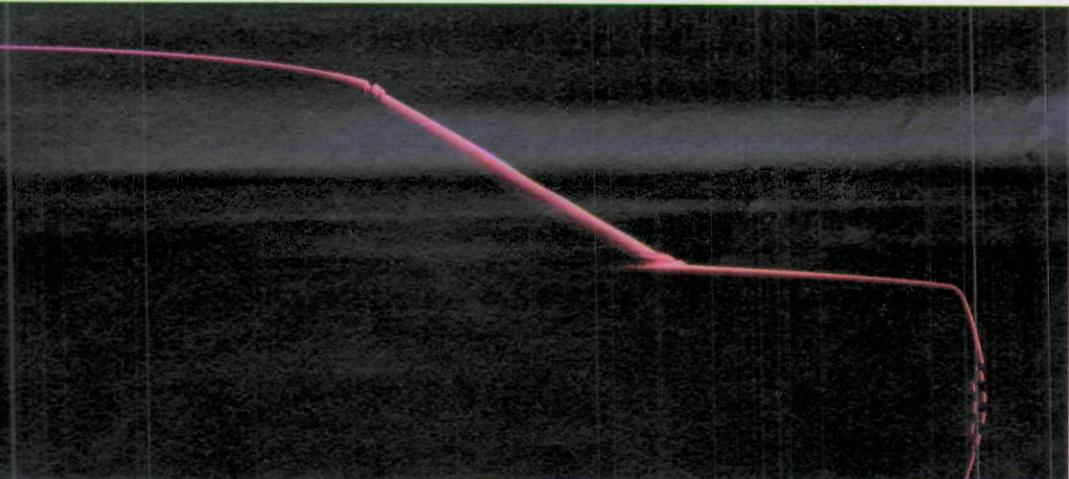
FUDMAN, TAKOS, POMPER & SCHMITZ/SAMS

Mercedes-Benz cars have always been among the most sophisticated and fascinating automobiles of their time.

Spanning more than a century, the history of Mercedes-Benz is a chronicle of pioneering achievements in automotive technology: From the first protective safety body to the electronically controlled Seatbelt System, the Airbag and the Anti-lock Braking System.

The history of Mercedes-Benz is a portfolio of classic design. Never merely following temporary fashion trends, but always retaining the distinctive character and identity of **the marque**.

Daimler-Benz, the parent company of Mercedes-Benz, is committed to its leading role in the automotive world.

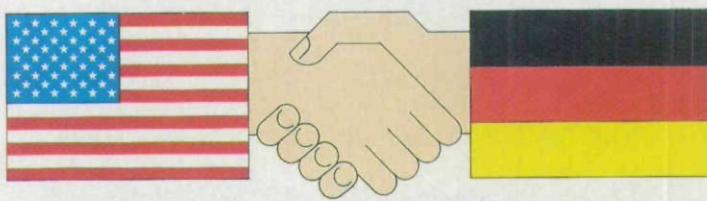


The automobile is and will remain the driving force at Daimler-Benz.

Yet Daimler-Benz is more than just automobiles. Daimler-Benz is aerospace, aviation, advanced electronics and communications. With all of these resources at their disposal, Mercedes-Benz engineers will continue the science - and art - of creating the world's finest automobiles.

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An AEG Westinghouse "people mover" in Las Colinas, Texas. Its 45-passenger, electrically-powered vehicles run quietly on pneumatic tires.



Magnetic Transit of America Inc.

netic levitation transportation system to link Las Vegas and Los Angeles: the revolutionary train, capable of speeds in excess of 250 miles per hour, promises to cut overland travel time for the 230-mile stretch to just over one hour.

Dusseldorf-based Mannesmann AG, too, supplies a wide range of sophisticated technology to the American market, including high-tech process-control and automation systems as well as hydraulic components and systems. Not least of all, German aerospace giant Messerschmitt-Boelkow-Blohm and its U.S. subsidiary, MBB of North America, have for many years provided sophisticated technology to NASA's space program, particularly the space shuttle.

### Into the Future

West Germany today is the world's fourth-largest economy, the second-largest exporter and the world's largest holder of foreign currency reserves. With the West German deutschmark having become the official currency of East Germany on July 2, the two Germanys have effectively completed the first step toward economic unification. Full unification will create a Germany half the size of Texas with a population of just under 80 million.

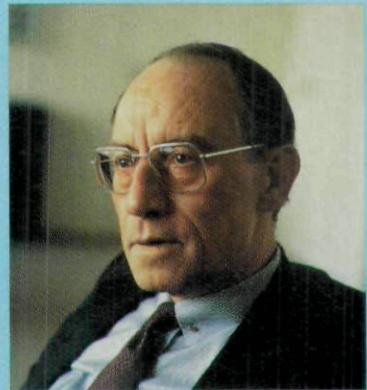
Still, this increase in physical resources and population is unlikely to affect German external accounts

significantly for some time to come. Preliminary estimates place the cost of rehabilitating East Germany's antiquated infrastructure, plant and housing at more than \$400 billion, and that figure

**Full unification will create a Germany half the size of Texas with a population of just under 80 million.**

is probably conservative. In addition to diverting a fair share of Germany's financial and industrial resources to internal ends in the immediate future, this gigantic rebuilding program will also present U.S. business with enormous opportunities.

The immediate political issues involve Germany's continued role in NATO, i.e., in essence the transatlantic bond that has enabled the West Germans to develop a sovereign nation in democracy and prosperity. Chancellor Helmut Kohl addressed this question directly



"The German-American partnership and the Western Alliance represent the most basic foundation for peace and prosperity in the Federal Republic of Germany. We would never have been able to accomplish reconstruction and the economic miracle so rapidly and successfully in the aftermath of an unholy war without the generous aid of the United States. We in the Federal Republic of Germany have not forgotten this fact, and it must remain indelibly fixed in our memories. I cannot conceive of a united Germany that is not anchored in the European Community and in a close and trusting relationship with our friends in the United States."

Edward Reuter  
Chairman  
Daimler-Benz AG

and candidly at a May press conference in Washington: "The friendship and partnership with the United States continue to be vital to us Germans; naturally this also applies to a united Germany of tomorrow."

Richard Jacob is a New York-based writer and consultant on Germany and Eastern Europe. He is also the Editor of the *United States-German Economic Yearbook*.

# German American Friendship in Freedom

## together we've succeeded.

After forty years of the Atlantic Alliance, after forty years of European Community, after forty years of democracy in the Federal Republic of Germany - we are nearer to our common goals than ever before.

In the 1954 Convention between the United States, the United Kingdom, France, and the Federal Republic of Germany, we agreed that the "signatory states will join forces to achieve by peaceful means their common aim: a reunified Germany with a free and democratic constitution, like that of the Federal Republic, and integrated within the European Community."

Together we stood as allies against the forces of tyranny to protect our freedom, to ensure the welfare and happiness of our citizens, to end the division of Germany and of Europe, and to provide incentives for democratization and economic reform. Today a new chapter in

German-American Friendship in Freedom is beginning - a chapter in which there will be even wider opportunities for partnership.

TOGETHER WE CANNOT FAIL.

If you would like to support the idea of "Friendship in Freedom": Talk with your friends and colleagues about the importance of Atlantic cooperation. Take advantage of opportunities like lectures or interviews to explain the importance of German-American relations for our security, our freedom, and the political and economic development of East Europe. Become a contributing member of "Friendship in Freedom."

"Friendship in Freedom". A German Initiative for European-American Relations, 1016 Sixteenth Street, Northwest, Suite 700, Washington, D.C. 20036.



**FRIENDSHIP IN FREEDOM**  
A German Initiative for Europe-American Relations



The founders of this campaign are leading citizens in the Federal Republic of Germany: Günter Diehl, Dr. Gernot Ernst, Alphons Horten, Thomas Kielinger, Marie-Elisabeth Klee, Dieter Kronzucker, Dr. Tyll Necker, Friedhelm Ost, Ambassador Dr. Jürgen Rubfus, General (Ret.) Johannes Steinhoff, Wolfgang Stresemann, Prof. Dr. Werner Weidenfeld, Admiral Dieter Wellershoff.

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