



emerged from its innards, its rusted bumpers shook. The driver put it into gear. The engine, unencumbered by a muffler, groaned and belched forth still more smoke as the car moved slowly forward on silk-smooth tires.

A week or so before, 25 blocks away, an elderly American woman suffered chest pains as she crossed the Paseo de la Reforma near the United States Embassy. She was warned by her doctor that she could not, as she had planned, spend her retirement in Mexico City—her heart couldn't take the contaminated air.

The Way It Was

And early in September, on a day when the sky was a transparent blue, office workers in downtown Mexico City gathered at their windows to look at the awesome mountains, some capped with snow, that ring this capital.

"It was the way Mexico used to be, before we got this," one said later, frowning at the gray contamination he had become used to seeing and breathing.

All three episodes are evocative of a problem that government officials are committed to solving—the rapid and serious contamination of the air of a city that not too long ago was recommended as a haven for the retired and for people with respiratory ailments.

But the Government is no less determined to develop

tion—that relies heavily on imports.

The question is whether one problem can be solved without compromising government intent on the other.

An American who has lived in Mexico for 15 years says he first began to be bothered by gasoline fumes and smog in the early nineteen-sixties, but many Mexicans say it is only in the last three or four years that the situation has become really bad.

A New York car, nose and throat specialist who last visited Mexico City in 1962 was delighted when he learned one of his patients—who had pollution-inspired nose problems in Manhattan—was coming to live here. "Mexico City has a wonderful, dry climate," he said. "Your problems are over." The patient's condition has perceptibly worsened.

Study Is Inconclusive

The National Academy of Medicine became sufficiently worried two years ago to authorize \$62,650 to determine just what the nature of the city's air-pollution problem was and what effect it was having on the health of the people who live here. The Ford Foundation also made a \$30,000 grant.

Although much data was collected, the study was inconclusive and it remained unclear just what current pollution levels are doing to a city 7,347 feet above sea level.

Mexico City is situated in a

When Mexicans attempt to place the blame for the pollution, they tend to single out old cars and diesel buses, just as their fellow sufferers in New York and other cities do. But as in other cities, the problem is more complicated. Some of the pollutants that makes residents most uncomfortable probably stem more from refining operations than from traffic.

One of the Government's top authorities on air pollution is Francisco Vizcaino Murray, Under Secretary for the Improvement of the Environment. Recently he sat in his office in a skyscraper overlooking downtown Mexico City and from a huge picture window looked at one of the city's classic thermal inversions. Smog blotched out most of the skyline.

"This is not all air pollution," he told the visitor. "Mexico City had thermal inversions even when Cortés was here."

Mr. Vizcaino says he is convinced he can improve the situation without impeding Mexico's economic growth. "The technology exists," he asserts.

The Government, he says, will not permit more smog-producing factories to settle in the valley of Mexico City unless they agree to strict emission-control standards.

Cynical Mexicans doubt that the Government will be this tough, given its wish to transform the country into a major industrial power. But it is true that the Government is trying to encourage new industry to

ing notices. More than 5,000 drivers have been stopped so far. If after 30 days they are stopped again for the same offense, they can be fined up to \$20. If the problem still persists, Mr. Vizcaino says, the cars will be confiscated. There are doubts here, that try to r this will happen on a large like this

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U.S. Breaks Off Talks on Future on Micronesia

By ROBERT TRUMBULL
Special to The New York Times

HONOLULU, Oct. 8—Increasing demands for independence in Micronesia, the American-administered United Nations trust territory in the Central Pacific, have stalled negotiations between United States officials and Micronesian leaders on the future political status of the scenic islands and atolls.

The American side yesterday broke off the latest round of talks, begun on Sept. 28 behind closed doors at the Barbers Point Naval Air Station near here, following a Micronesian request that the discussions be broadened to include independence as a possible alternative to a political association with the United States.

In previous sessions the Micronesians had appeared to be agreeable to internal autonomy for the islands, with the United States retaining control of foreign affairs and defense.

Under the proposed arrangement, called "free association," the Micronesians would have been permitted to choose full independence, if they wished, after an interim period. How-

ever, the United States would have retained exclusive military rights in the independent state.

Island Legislators Balk
But the Congress of Micronesia, the elected legislative body of the islands, recently declined to endorse the formula, insisting instead that Washington offer the approximately 100,000 islanders a choice between free association and immediate independence.

The shift in the Micronesian approach has caused concern in Washington, Franklin Haydn Williams, the head of the Amer-

ican team in the negotiations, told the Micronesians. At Mr. Williams's request, the negotiations were recessed for an indefinite period to allow the Nixon Administration to reassess the situation.

Micronesia, known formally as the Trust Territory of the Pacific Islands, consists of 2,141 islands and atolls in the Marshall, Caroline and Marianas chains, lying in a broad belt just north of the equator in the Central Pacific. The islands were taken from Japan by the United States in World War II.

The Proceedings in the U.N. Today

Oct. 9, 1972

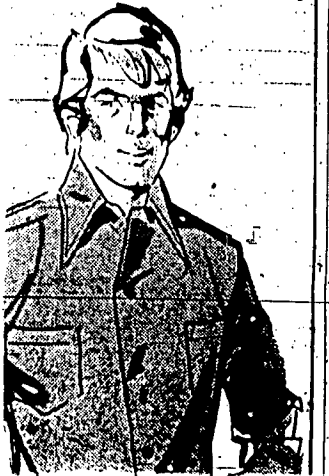
GENERAL ASSEMBLY
Meets at 10:30 A.M. and 3 P.M.—Burma, Burundi, Rumania, Syria, the Philippines, Yemen, Mauritania, Somalia, Byelorussia, Algeria, Southern Yemen and Pakistan are tentatively listed to speak in the general debate.

Political Committee—10:15 A.M.
Special Political Committee—10:30 A.M.

Economic Committee—10:30 A.M.
Social, Humanitarian and Cultural Committee—3 P.M.
Committee on Trust Territories—3 P.M.
Administrative Committee—10:30 A.M.
Legal Committee—10:30 A.M. and 6 P.M.

Tickets may be obtained at the public desk, main lobby, United Nations Headquarters. Tours: 9 A.M. to 4:45 P.M.

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