

## Ideas & Studies Notes

**PIONEERS OF RUSSIAN SOCIAL THOUGHT.** By Richard Hare. Oxford University Press. \$4.50. Biographies of intellectuals seldom attract the casual reader, and the subtitle of this collection—"Studies of Non-Marxian Formation in Nineteenth-Century Russia and of its Partial Revival in the Soviet Union"—is enough to numb even a scholar's curiosity. This is unfortunate, for Richard Hare's lively volume and its promised sequel deserve to be read. His dramatis personae—Belinsky, Khomyakov, Chernyshevsky, Herzen, Leontiev, and others—though their names are strange to American ears, are men well worth meeting. At a time when our knowledge of the ideas and impulses that have shaped the Russian character is perilously deficient an enlightening book, written with insight, animation and assurance, should have a warm reception. By a happy inspiration Mr. Hare has side-stepped the current hostility towards Marxist ideologists and resurrected some Slavic reformers of the last century who were individually significant, authentically Russian, but indifferent or opposed to Marxian formulas. The fact that several of them have recently received a conditional recognition under the Soviet regime is a tribute to the vitality of their social criticism. No one seriously interested in modern Russian history will want to miss it.

**THE NEW SOCIETY.** By Edward Hallett Carr. Macmillan. \$1.60. Six lectures that Professor Carr delivered last May and June over the BBC network have been combined almost without change to form this short but penetrating and often profound critique of contemporary society. American readers will resent some of the conclusions. Other provocative observations doubtless displeased British Labor Party stalwarts, particularly Carr's charge that "a society which undertakes to insure freedom from want for its members must be able to count on keeping up a level of organized production sufficient to meet their basic needs." The attempt of the United States to discharge in the twentieth century the role Great Britain played in the nineteenth is criticized as unrealistic because the "social revolution" and the "colonial revolution" have changed the patterns of world economy. The final essay on "The Road to Freedom" concludes with an appeal for "a new science of politics" that will reconcile individualism with mass democracy and democracy with Socialism.

—GEOFFREY BRUUN.

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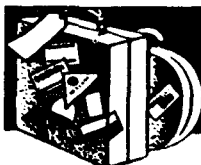
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## BOOKED for TRAVEL

### EUROPE ON A SILKEN SHOESTRING

**T**HE large advertisements which the airlines have been taking in the New York papers, and I suspect in newspapers all over the country, announcing the new tourist-class air fares to Europe, have left me spinning in a swirl of figures. There has been off and on here in the East just the faintest hope of spring in the wind, enough at any rate to render the fleeting thought of a July morning on a bench in the Tuileries not beyond comprehension. The great question is just how much cheaper has a trip to Europe become. In point of outlay of cash for transportation, it will take neither an airline executive nor an arithmetician to tell you that the saving could not be called fantastic.

There will now be four price categories for transatlantic flights. From April 1 until October 31, there will be an on-season first-class fare and an on-season tourist-class fare. From November 1 through March 31 there will be an off-season first-class fare and an off-season tourist-class fare. Is everybody here? All tourist rates are based on the trip from New York to Shannon, Ireland. Beyond Shannon to any other point in Europe there is no saving. Here is a sample of comparative fares between New York and Shannon:

on-season first-class round trip	on-season tourist round trip	off-season tourist round trip
\$658.80	\$431.80	\$362.80

Going to Paris, whence all European roads lead, will still mean an on-season tourist fare outlay of \$522. A man taking his wife still has a major outlay in cash before he has crunched into the first brioche. Let's face it, the new airline fares are not going to put the steamship lines out of business as long as the minimum tourist class boat fare continues at about \$170 each way. In considering this low-cost steamship travel, one assumes (1) that it is possible to wangle space; (2) that one has two weeks to spend at sea; (3) that it is understood that tourist class does not always offer the greatest advantages in comfort or privacy.

It does seem certain from early indications, however, that the new air tourist fares will inspire a series of low-cost tours abroad and a general improvement and widening of low-cost facilities throughout the Continent.

By this time your own local travel agent should have on his shelf a series of ten-day package tours of Europe that will be offered this summer at a flat fee of \$100. The ten-dollar-a-day price will include accommodations at a carefully selected group of centrally-located, middle category hotels, three meals a day, sightseeing in modern motor coaches with English-speaking guides, transfer service between depots and hotels, plus hotel taxes and service charges. On this basis a European summer vacation is altogether possible for anyone with a two-week vacation who has managed to stash away about \$600.

The hundred-dollar tours are a creation of House of Travel, a New York company which will sell the trips through 2,000 travel agents in the United States and Canada. Six itineraries of ten days each and three itineraries of five days each have been announced. Trips can be started from either end of the itinerary, and two or more trips can be linked together at a small charge to cover transit between one starting point and the next. Among the ten-day excursions is a trip through England and Scotland; another takes the traveler to Amsterdam, The Hague, Volendam and Marken, Brussels, Paris and Versailles; a third covers the high spots of Switzerland; a fourth trips through Paris, Versailles, Lyons, and the Riviera. One five-day itinerary, priced at \$50, takes in Naples, the Amalfi Drive stopping at Pompeii and Sorrento, and Capri.

The tours are, of course, unconduted beyond the fact that an interpreter will meet travelers at points of arrival, formerly a mark of service reserved for high-priced clients. The list of hotels participating in the plan includes the Kenilworth in London, the Parioli in Rome, the Jura in Lucerne, the Park at The Hague, the Splendide in Venice, the Villa in Sorrento, and the Hotel L'Océan in Paris.

**A**NOTHER arrangement available this summer will offer travelers in blocs of eight their own station-wagon bus, the right to make their own itinerary, and the privilege of obtaining low-cost lodging and meals at designated facilities all over Europe. Called the Pamosa Plan, it is designed for students, teachers, and other fortunates with at least a month to spend abroad. The cost on a thirty-day basis works out