

U.S. ODYSSEY ON RAFT, BIKE, AND THUMB

WHETHER it is to seek a new identity or merely to kill some time, the American student is roaming across his country in ever increasing numbers. Significantly, he is interested not only in visiting the "big-action" cities but also in catching the feeling and flavor of whole regions of the United States. College students are going places that won't remind them of home and are eagerly seeking out new territory to discover and new people to meet. Increasingly travel has become a "total experience" for students, a romantic odyssey during which not all happenings are expected to be pleasant. The only villain is boredom. So it is that many students bypass the more mundane modes of travel, such as airplanes.

Rafting down the Mississippi River, for instance, was not an especially novel idea even when Jim and Huck Finn tried it. Yet, we know two fellows who started from Cincinnati with an inflatable raft and the slogan: "New Orleans or Bust." Outfitted with a small outboard motor, camping gear, and river charts, these adventurers splashed into the polluted Ohio River amid an intimidating assortment of towboats, barges, and even a paddle-wheel steamer.

Our raft-riders found that they rated front-page coverage in most river towns. The publicity served to introduce them everywhere to an exotic crew of river characters. They met, for instance, the river lockkeepers who obligingly operate their huge locks for even the smallest rafts. They are amiable to anybody who takes an interest in their maze of machinery; an education in river lore is the result.

These rafters found swimming in the Ohio's cesspool-like waters inadvisable. The Mississippi, which they joined at Cairo, was muddier but much healthier. A very tricky current with hidden logs and sand bars kept the crew alert at all times. So did storms that came quickly and fiercely, with flashes of lightning and black clouds piling up in front of 35 mph winds.

The Mississippi can be lonely in long 200-mile stretches between some towns. These river ports range from Columbus, Kentucky, with its beautiful vistas to Caruthersville, Missouri, a combination

timber mill and honky-tonk district. Besides St. Louis and Memphis there is Vicksburg, Mississippi, which features a large Civil War battlefield and a soap-opera theater aboard an old riverboat. In Vicksburg the crew had a local mortician sew a patch on their raft.

As these rivermen approached New Orleans they found themselves dodging huge freighters, tankers, and long strings of barges. Barge captains turned out to be a friendly group, offering meals, gas, and a tow. The only ominous event was the development of a serious air leak. Even this did not daunt the voyageurs. They continued downriver at a rate of 70 to 80 miles a day while the air slowly gurgled out. After six weeks on the river they made it to a New Orleans wharf with exactly four inches of freeboard.

In their search for the "total experience" of living and not just seeing new surroundings, many students combine work with their travels. Take the case of the boy who got hired as a custom-cutter in Colorado. Custom-cutting is the business of running huge combines that harvest the great wheat fields of the Mid-

west. The crews of these combines take their machines north from Texas to Saskatchewan as they follow the ripening wheat every year. There is something vital and elemental in this kind of work that no city boy can experience at home. The pay isn't too hot, about \$1.50 an hour, and the newly hired hand has to learn to drive big flat-bed trucks and combines—although this is said to be easier than it sounds. But there are fringe benefits. Summer evenings are exciting times for farm towns when the custom-cutters come through. There are lots of opportunities to meet the local people.

To the majority of Americans the bicycle is a toy, replaced by the automobile as a serious source of transportation. But for many students who want to travel on their own and at low cost, the bicycle is the best way to discover America. Our bicycle editor pedaled 2,500 miles in sixty-three days last summer, and spent \$250. He rode from Boston to Montreal, then took a train across Canada to Vancouver. He pumped from there down the Pacific Coast to San Francisco. Finally, after a flight to Portland, he took on desert and mountains to Wyoming.

Cycling teaches the lore of the road: what kind of roars a diesel truck emits and exactly how far a mile is. One learns the geography and topography of his route in astonishing detail. Of course there are inevitable flat tires and long mountain grades that one learns to climb with relatively little strain. But best of all the cyclist has complete independence from the trappings of civilization, and the pleasure of having covered the

distance under his own power. As long as his two wheels keep turning he has more freedom than the waiting hitchhiker.

Sweating cyclists awaken the interest and sympathy of local inhabitants. Often, directions, food, and even a bed are offered. Most cyclists camp out, either under the stars or with a lightweight tarpaulin. One doesn't have to be an olympic athlete to ride 50 miles a day—girls can handle this without strain. And once started, cyclists get stronger. No obstacles stop the experienced cyclist, not even a turnstile on the Golden Gate Bridge. Our editor, having only quarters for a dime slot, coolly lifted his bike over. It's a trait of the breed.

A phenomenon not easily explained is the urge of some student travelers to



Today's Huck Finn—"an education in river lore."

Be madly Mediterranean for \$338.



Instead of taking your same old self back to your same old place this year, let Lufthansa fly you away to an exotic spot where you can be a new you. For example:

EUROPACAR Iberian tour **\$338**

Spend 3 weeks in Barcelona. Take home a golden Mediterranean tan and a warm Mediterranean personality. Lufthansa can make it happen by jetting you round-trip economy New York/Barcelona, providing 20 nights accommodation and a car with up to 3000 free kilometers.

EUROPACAR Holiday tour **\$338**

Rather be conspicuously continental? 3 weeks in Germany will put you at the heart of things. Lufthansa will jet you economy round-trip New York/Frankfurt

(or Munich \$343), give you 20 nights accommodation and a car with up to 3000 free kilometers. Or, you can be collectively continental by renting a VW Microbus "Funbus" for \$14 extra (with chauffeur costs a little more) and traveling with 6 of your friends.

EUROPACAR Hellenic tour **\$490**

For \$490, be downright classic. 3 weeks in and around Athens will do it. As usual, the price includes round-trip economy jet New York/Athens, your accommodations for 20 nights, a car and free kilometer allowance.

Bring your same old self to Lufthansa and let us make a new person of you. For the details, send the coupon, call your travel agent, or ask us. Lufthansa.

Prices based on 14-21 day, 15 passenger GIT Economy Class fare from N.Y. when applicable; land arrangements based on each of 2 people traveling together.

Lufthansa German Airlines, Dept. G-215
410 Park Ave., New York, N.Y. 10022

Dear Lufthansa: I'd like to do something about my old self. Please send information I've indicated.

- ☐ EUROPACAR Iberian tour
☐ EUROPACAR Holiday tour
☐ EUROPACAR Hellenic tour

Name _____

Address _____

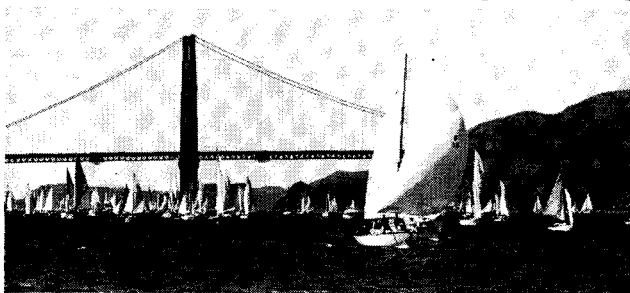
City _____

State _____ Zip _____

My Travel Agent is _____



Lufthansa
German Airlines



“If you’re alive, you can’t be bored in San Francisco.”—*William Saroyan*

San Francisco probably has more things to see and do than any other city of its size in the world. Street fairs. First-rate repertory theatre. Rock concerts with light shows. Major-league baseball, football and basketball. The symphony, ballet, the opera. And so many good places to eat that the most difficult thing about dining out is deciding where. San Francisco’s good at entertaining visitors—of all ages—and you can’t exhaust its attractions in a day or two. If you’re interested in spending time in some stimulating surroundings, write for our free illustrated brochure, “This is San Francisco”.

San Francisco
CONVENTION & VISITORS BUREAU
Dept. SR-6, Fox Plaza, San Francisco 94102

drive up the Alaska Highway. It has to do with their “because it’s there” mentality. The Far North undeniably exerts the mysterious and adventurous pull of a Jack London novel.

But it is a long haul over gravel road from Dawson Creek, British Columbia, to Fairbanks, Alaska—1,500 miles. And Dawson Creek is 881 miles from the U. S. border. Magnificent scenery and spectacular vistas are not features of the road. Students go anyway for adventure, for a glimpse of a real American frontier, and for the enjoyment of miles and miles and miles of true wilderness, broken only by an occasional gas station. People who make this rough ride (it requires four-ply tires and money to cover smashed windshields) can expect to see twenty-two hours of sunshine and two hours of dusk in July and August.

At night, the aurora borealis is sometimes visible, and a view of these incredible shivering curtains of light is worth the trip. Deer flies and mosquitoes abound, and in the terrible month of June they drive both animals and men mad. Later in the summer normal insecticide can handle them.

Perhaps the most traditional, most common, and certainly the least expensive mode of student travel is by means of the extended thumb. Hitchhiking is a favorite of the student wanderer, but it has its limitations. The most basic is that hitchhiking is never predictable except that it is always inconsistent. In other words, the pleasure of one’s journey should be partly in the waiting for rides. For students in a hurry hitchhiking can be infuriating. It is best to relax and know that a ride will come—some time.

The Golden Age of railroads is long gone, and the last gasp of passenger trains may be coming up soon. Their death will be lamented most by the older generation as a matter of sentiment, but the loss is really greater than that. Many students will miss the experience of the great land cruise. For train travel, as many students have discovered, can be as leisurely and as elegant as a voyage on an ocean liner. Only on a train can one eat a five-course dinner on a linen and silver covered table while rolling across the desert or winding through a Rocky Mountain pass. Only on a train can one wander around, go back to the lounge car, have a coke, and join in a game of cards or a conversation with other passengers. Only on a train can one enjoy the panoramic views of America uninterrupted by neon and billboards through the greatest invention since the air brake—the Vista Dome.

Contrary to rumor, not all train travelers are over fifty. The businessman and urban middle class have gone to the sky. Yet there is a wide and interesting cross section of America to be seen especially on the Western streamliners.



OUR EUROPEAN DELIVERY PLAN HAS AS MUCH RED TAPE AS ANYBODY ELSE'S. WE JUST CHARGE YOU LESS FOR IT.

When you buy a European car in Europe, a lot of red tape comes as standard equipment.

It takes about a pound of paperwork to get your car prepared for delivery, insured, registered, delivered, serviced, shipped to America, and cleared through customs.

The going rate for this paperwork is anywhere from \$644 to \$1230 a pound. Unless you buy a Volvo.

Volvo has reduced the quantity of paperwork you have to do yourself. You sign two forms. And, of course, a check.

We've also reduced the quantity of money you have to pay for the paperwork. We charge as little as \$271 a pound.

Because shipping a Volvo from the factory in Gothenburg, Sweden, to Newark, N.J., Jacksonville, Fla., or Houston, Tex., is free.* So are prepara-

tion, 1500-mile servicing, and European registration. Insuring a Volvo and delivering it to anywhere in Europe is cheaper than insuring and delivering most other cars.

But the best thing about saving on a Volvo in Europe is that your savings don't stop at the water's edge.

Volvos last long enough to get you out from under car payments. 2 out of every 10

registered here in the last eleven years are still on the road. Which is no guarantee, but indicates how long a Volvo should hold up here.

Can you think of another souvenir of your trip to Europe that will do as well?

Write us for a free Volvo European Delivery brochure. Or ask any Volvo dealer.



Go Maupintour and leave your cares at home!



Select your folders:

- ☐ **SPAIN/PORTUGAL.** 22 days. By motorcoach \$669. Deluxe \$898.
- ☐ **MOROCCO/CANARIES/MADEIRA.** Plus the Algarve. 22 days. Kasbahs, resorts. Monthly, \$1218.
- ☐ **GRAND ITALY.** 22 days. Get to know one country well! \$1098.
- ☐ **GREECE/AEGEAN ISLES.** 22 days. Attica, Thessaly, Peloponnese, and JASON Golden Fleece Cruise. Monthly, \$1398.
- ☐ **EUROPE BY TRAIN/AIR.** 21 days. The highlights! Weekly, \$1069.
- ☐ **SWITZERLAND SPECTACULAR.** 22 days. Swiss resorts; Alpine France, Italy, Austria. Summer, \$1038.
- ☐ **ALPS OF EUROPE.** 22 days. Vienna, too! Summer, \$998.
- ☐ **SALZBURG FESTIVAL.** 22 days. Bavaria, Austria. Summer, \$1098.
- ☐ **SCANDINAVIA.** Three holidays. 15 days, \$869. 22 days, \$949.
- ☐ **USSR/EASTERN EUROPE.** Three different programs. 21 days, \$898. 40 days, \$1778. 59 days, \$2529.
- ☐ **DALMATIA/BALKANS.** 21 days. Hungary, Rumania, Bulgaria, Yugoslavia. May to Aug. \$998.
- ☐ **SAMARKAND ORIENTAL RUSSIA.** 21 days. Exotic! \$1133.
- ☐ **SOUTH AMERICA.** The great cities. 22 days, \$1218. 30 days, \$1598.
- ☐ **ORIENT FESTIVAL.** New 30-day holiday, April to Oct. Deluxe.

Mail coupon today!

To: Director, Escorted Holidays

Maupintour

270 Park Ave., New York, N.Y. 10017

Please send Maupintour folders requested.

Mr./Mrs./Miss _____

address _____

city _____

state _____ zip _____

My Travel Agent is _____

S-1

Prices shown are lowest rates for series including air fare from USA gateway: New York, Miami, or West Coast.

STUDENT TRAVEL 1969

Treks and the Single Girl

HALF the trauma that accompanies a young woman on her European adventure can be avoided by remembering that packing light is no help whatsoever. Instead, try packing lighter than light: two eight-pound airline bags are always easier to handle than one 50-pound suitcase plus a small, but rocklike, overnight bag. Forget about the airline's limits and set your own, because the beauty of getting that extra 10 pounds past the check-in counter will fade fast when you have to haul it around European streets, stations, and up the crumbling steps of "budget" hotels. Unless you have a car, take as little as possible.

Three months in Europe is not tantamount to a year alone in the Amazon jungle—it is not necessary to prepare for every eventuality by toting your own custom-made drugstore. All possible, imaginable toiletries can be found anywhere in Europe. Buy according to your needs. Department stores such as Selfridge's in London, Galeries Lafayette in Paris, or UPIIM in most Italian cities offer immense variety and great bargains, in all toilet articles.

Extremes in packing usually lead to extremes in appearance (you are what you pack), and this is another reason for traveling featherweight. Excesses in make-up, dress, or manner will only serve to alienate you from the natives, thereby causing great discomfort on everyone's part—especially yours.

Meeting men has never, to our knowledge, presented a problem for any American girl in any European country (the problem is usually how not to meet them). Unless you are looking for an elderly count or a playboy prince, you can rely on the student hang-outs.

When accepting meals, cigarettes, drinks, museum tours, or nightclub dates from men in a particular city, it is a good idea to subtly acquaint yourself with the peculiarities of local custom—they may really be peculiar. For example, in Rome a girl we know bought a pack of cigarettes as a gift for a chain smoker who had bought her dinner on three successive evenings. He promptly threw the cigarettes into a gutter, delivered a tirade on the stupidity of American girls, and sulked for two hours. He was mortally offended by our friend's gesture because he did not want to be "paid back" for his generosity. Verbal gratitude is usually better than material thanks—and often no thanks at all is expected.

Traveling with one or two female com-



Beware the extremes in packing.

panions, unless you have super-rapport, can be disastrous—or, at least, boring. Traveling absolutely alone gives you the freedom to do what you want to do, when you want to do it, without discussion or dissent with anyone. On the other hand, you will have nobody with whom to share the hotel bills, the food, your enthusiasms, your depressions, and escape from the sticky situations that will arise. Also, you will lack the sense of security that safety in numbers brings. Many girls have claimed that the only possible solution to the problem of protection, companionship, and need of assistance is to travel with a boy.

It is impossible to tag a country as indisputably "safe" or "unsafe." There are countries, however, in which hitchhiking is not a locally approved practice for young ladies (Spain and Italy, most notably). Again, we recommend mixed company since men can get away with anything anywhere. *In any case, never hitchhike alone.*

In general, the situation for female hitchhikers is as follows: never—in Morocco and Turkey; with extreme caution—in Spain, Italy, Greece, and Germany; with caution—in France, England, and Scandinavia. Israel is the only country where feminine hitchhiking is always accepted and, in fact, expected. But use discretion even here.

If you are going to hitchhike, never fall prey to the impulse to sleep outdoors. Men, of course, can sleep on park benches, or on beaches, if they cannot find a room. But girls sleeping in public are obviously pretty fair game.