



—Photos by Wide World.

Pennant-waving youths welcome Mrs. Johnson to Montevideo, Minnesota.

tionists and nature lovers converged for the dedication of our most expensive, longest-worked-for, and perhaps our most awesome national park: 58,000 acres of spectacular redwoods stretching to the Oregon border, growing for centuries on coastal hills rising amid rushing white streams in which salmon thrive, bordered on one side by the rocky coast, standing in ferns, bracken, smaller trees and bushes, wild flowers of unexcelled lushness and beauty.

As I stood hip-high in ferns and wild iris blades, I could think only of what John Galsworthy once wrote about the Magnolia Gardens in Charleston. Nothing had prepared me for such magnificence; nothing could make me forget it. We had trudged a quarter mile in mud to reach the spot, after driving by bus an hour north from Eureka, but the sun was casting broad spotlight beams through the tallest branches—just as in the pictures—only that the coloring was more lovely.

Mrs. Johnson made her speech be-

neath a 234-foot "sapling" which had sprouted there in 1311 and measured 33.9 feet around. It was by no means the oldest nor tallest tree in the new park and the plaque she uncovered will be moved later, after trails are finished, to a cluster of the tallest trees—one of them 367.4 feet high—a few miles away.

Students from Humboldt College held picket signs praising the park but urging its expansion. Some of them read "Lady Bird, Help Us Finish the Job," "This Is Only a Beginning," "Bridge Creek Is Not in the Park. Why?" "Save the Redwoods. We Have Enough Stumps," "Thoreau, Muir, TR, LBJ," "Save Skunk Cabbage Creek." These signs said what was on the minds of many conservationists in the audience. The hard truth is that after ninety years of effort, though the park is at last a reality, many details must yet be worked out and the park does not include everything conservationists wished. Like most legislation, that establishing this latest park last October was a compromise. Congress pledged itself to spend \$92 million to make it encompass 58,000 acres and protected it on the ocean side by adding a strip of offshore submerged land a quarter mile wide for 50 miles of its length, along Route 101. Buffer strips along the east side also are envisioned.

The nucleus of the park will be three state parks acquired by California through the years. How the state will relinquish jurisdiction is not determined. Some Californians hope that the acreage can be swapped for badly needed beaches in the southern part of the state. Several lumber companies are affected. Mrs. Johnson said, "I want to express very genuine appreciation to the redwood lumber companies. They have shown great generosity in carrying out the intent of Congress. The change from timberland to parkland is causing a major alteration in many businesses, and I,

as one citizen, am grateful for the cooperative spirit in which they are approaching these transactions."

She urged the same spirit in development of the area to accommodate more tourists. "What a tragedy it would be," she said, "if tomorrow's tourists find a repetition of yesterday's mistakes—neon strips and honky-tonk development. How wonderful it will be if the planning of tourist facilities here brings compliments—if the things man builds here seek to match the beauty of what God has wrought."

After that, it was a true Lady Bird look-see at two of the state parks: Prairie Creek for a lumberjack lunch and Jebediah Smith Redwoods for a two-mile hike along the Mill Creek Trail, the First Lady craning and looking at and enjoying every tree in sight. "People who seek tranquility—a chance for reflection—will find and love this place," she said. "Here in the woodland one can sense the great contrast between the slow, steady life of the trees, with all their majesty and solitude, and our pell-mell daily life; our headlong urban bustle with its taxi rides, red lights, and jet-powered mobility."

Visitors need not wait until the federal government has settled boundaries and marked new trails to see the redwoods. More than 27,000 acres are marked already. Roads and lodging are more than adequate and there are 374 campsites in operation. The streams have trout, salmon, and steelhead and, it is claimed, those who walk the wild beaches of the Pacific long enough are sure to find gold flakes on their shoes.

FRASER YOUNG

LITERARY CRYPT No. 1326

A cryptogram is writing in cipher. Every letter is part of a code that remains constant throughout the puzzle. Answer No. 1326 will be found in the next issue.

B UGYT WTYTD OGLT KRH CWT

QDGZTD HC MCL, G YTDZ PU-

CDH CWT: "C ACDL, OGV T OZ

TWTOBTP DBLBFACRP."

—YCAHGBDT

Answer to Literary Crypt No. 1325

As a bankrupt thief turns thief-taker in despair, so an unsuccessful author turns critic.

—PERCY BYSSHE SHELLEY.



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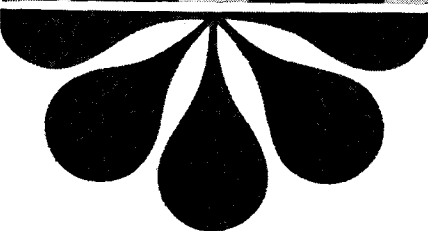
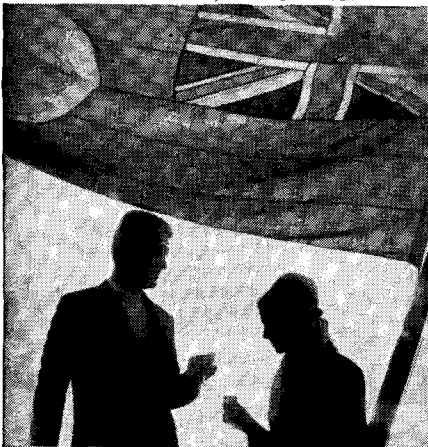
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From Paddle-Wheelers

Continued from page 45

pub, on the upper decks. Already the ship is sold out for a convention every day of the year through 1970, and the Diners Club says it expects to recoup its entire investment from concessionaires before the first visitor steps aboard. (The operators are striving to preserve the vessel's British ambience, but this did not save a pair of bulbous chamber pots, which were recently sold at auction for \$10.)

Glinting through the gloom of a pessimistic steamship future, P & O Lines has hope for better business. George M. Turner, president of the active British-flag line, said recently: "We even think it may be the beginning of a new era, in which people are discovering ship travel all over again. Certainly there is a future in the Pacific, where the biggest development of ship travel anywhere is beginning to get underway."

P & O, launching the world's largest

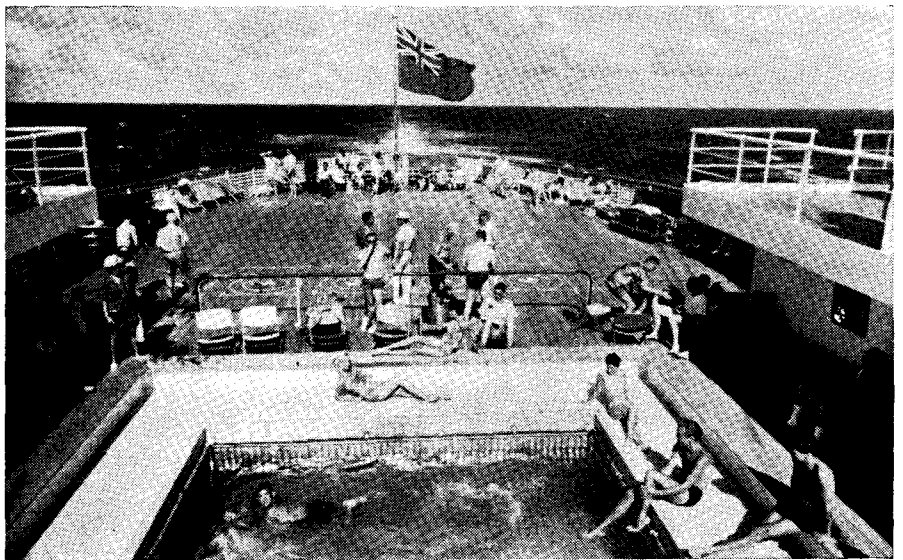
passenger fleet of eleven vessels, is again invading the Caribbean, the Mediterranean, and the Atlantic with a broad schedule of cruises, in addition to regular Pacific and round-the-world voyages. The American President Lines is spending \$400,000 to convert its lowest-price accommodations on the liners *President Cleveland* and *President Wilson* into a new economy cruise class to entice the budget-minded tourist. The Matson Lines is sending the *S.S. Lurline* on a cruise to Acapulco and other Mexican Pacific ports this week, and a round of four Hawaiian islands later in the month.

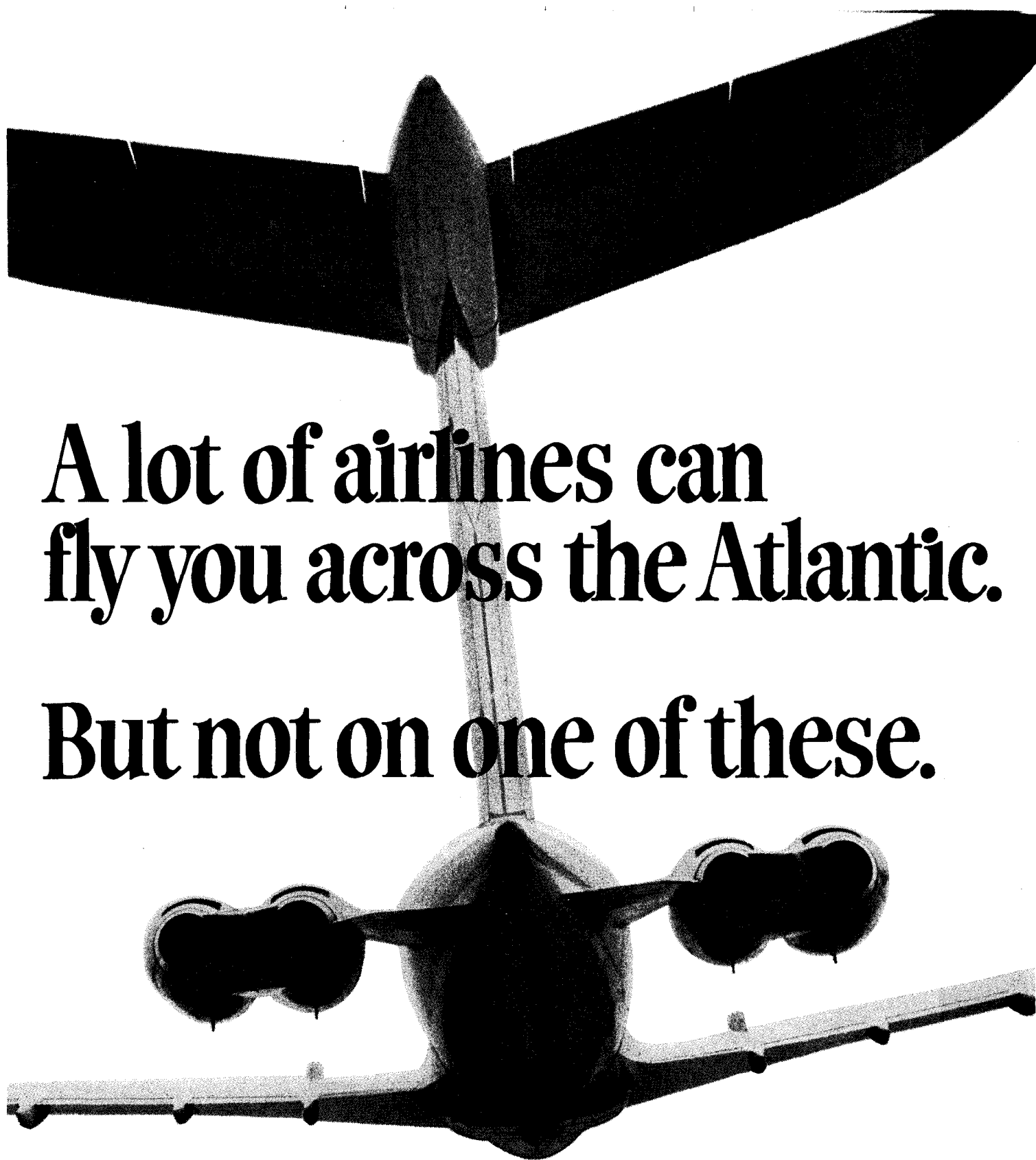
Among the veterans on the Atlantic, the *S.S. United States*, the last and permanent winner of the retired Blue Riband, casts off January 23 on a 19,000 mile, thirty-nine-day cruise to three continents—South America, Africa, and Europe—touching at ten ports and making her first foray into the Mediterranean. Round-the-world cruises are scheduled for the Holland America Line's *S.S. Rotterdam*, leaving New York on January 18, and the American



—Photos by William J. Rader.

Sunset (above) and sunshine on P & O's *Oriana*—"Glinting through the gloom of a pessimistic steamship future."





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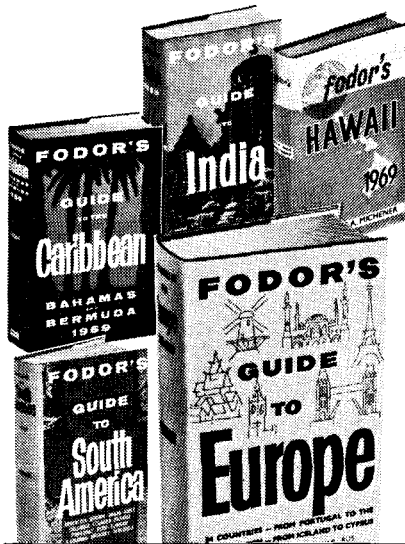
The VC 10 also flies from Britain to Europe, Africa, the Middle East and the Orient. Contact British Overseas Airways Corporation, which has offices in principal cities.

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President Line's *President Roosevelt*, departing January 23.

Most of the action for the next three months, however, will be in the Caribbean. All the large shipping lines and a score of the lesser ones will be swarming to the ports of the Spanish Main, from New York, Miami, and Port Everglades. A fleet of fifty-odd ships will offer more than 350,000 berths. Bookings are up about 15 per cent over 1968, and it is estimated that customers will spend around \$230,000,000 soaking up the sun and buying up the loot between now and April 15. Outstanding among a dozen ships appearing in the West Indies for the first time is the 34,000-ton Cunarder *Caronia*, the first to be designed exclusively for cruising, which has been refurbished by Universal Cruise Lines and sent back to the wars as the *S. S. Caribia*. (The American Export Isbrandtsen Lines, which had been pushing the *S. S. Independence* as a "go-go" ship to appeal to the younger traveler, has quietly retreated a step by painting out the psychedelic sunburst on her hull. It was too expensive to maintain, the line explained.)

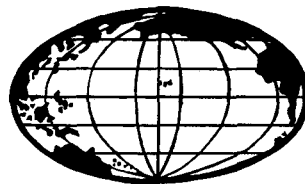
One sure sign that the ships are refusing to expire is the rush to build new passenger terminals. Miami has just completed a \$4,800,000 complex that can handle three cruisers at a time and

six in all by June in anticipation of a 50 per cent increase in customers. Burgeoning Port Everglades has spent \$2,500,000 on a set of piers that can berth seven ocean liners at once and will be operating for the first time this winter.

THE Port of New York plans to construct a \$60,000,000 consolidated passenger terminal on the Hudson River to replace the shabby, barn-like structures that have long plagued the ship traveler. Work will begin this month on "luxury liner row" between 46th and 50th Streets and is scheduled for completion in 1972. It is expected the terminal will be handling 850,000 seagoers by the end of the decade.

While ships are built primarily for travel and transport, several are showing their versatility in other fields. The *S.S. Ryndam*, disguised as the World Campus Afloat, leaves Los Angeles early in February on a round-the-world adventure in sugar-coated education, its students registered with Chapman College of Orange, California. About the same time, the hospital ship *S.S. Hope* returns to her home base in Chester, Pennsylvania, following a ten-month mercy mission to the island of Ceylon. Whether in pursuit of pleasure, learning, or humanity, shipping will be full speed ahead (and damn the jets) in 1969.

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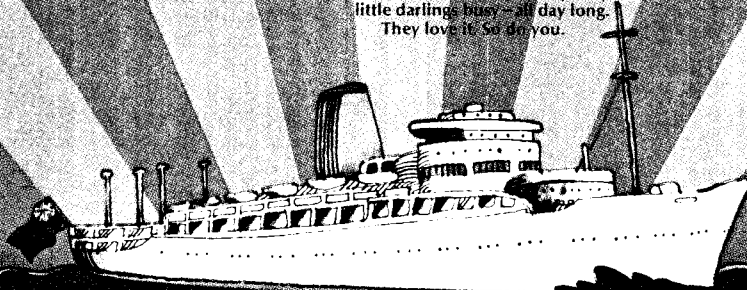
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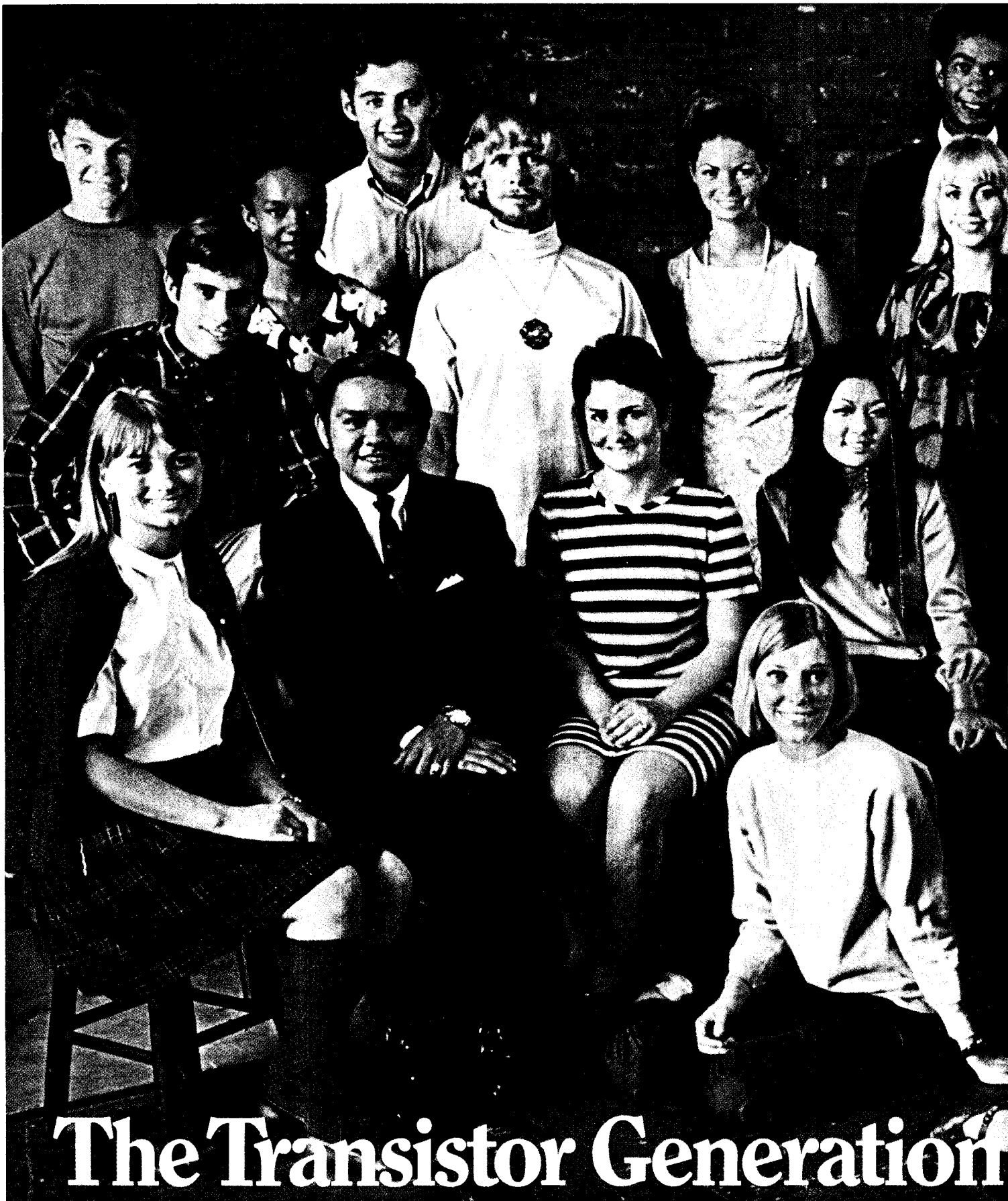
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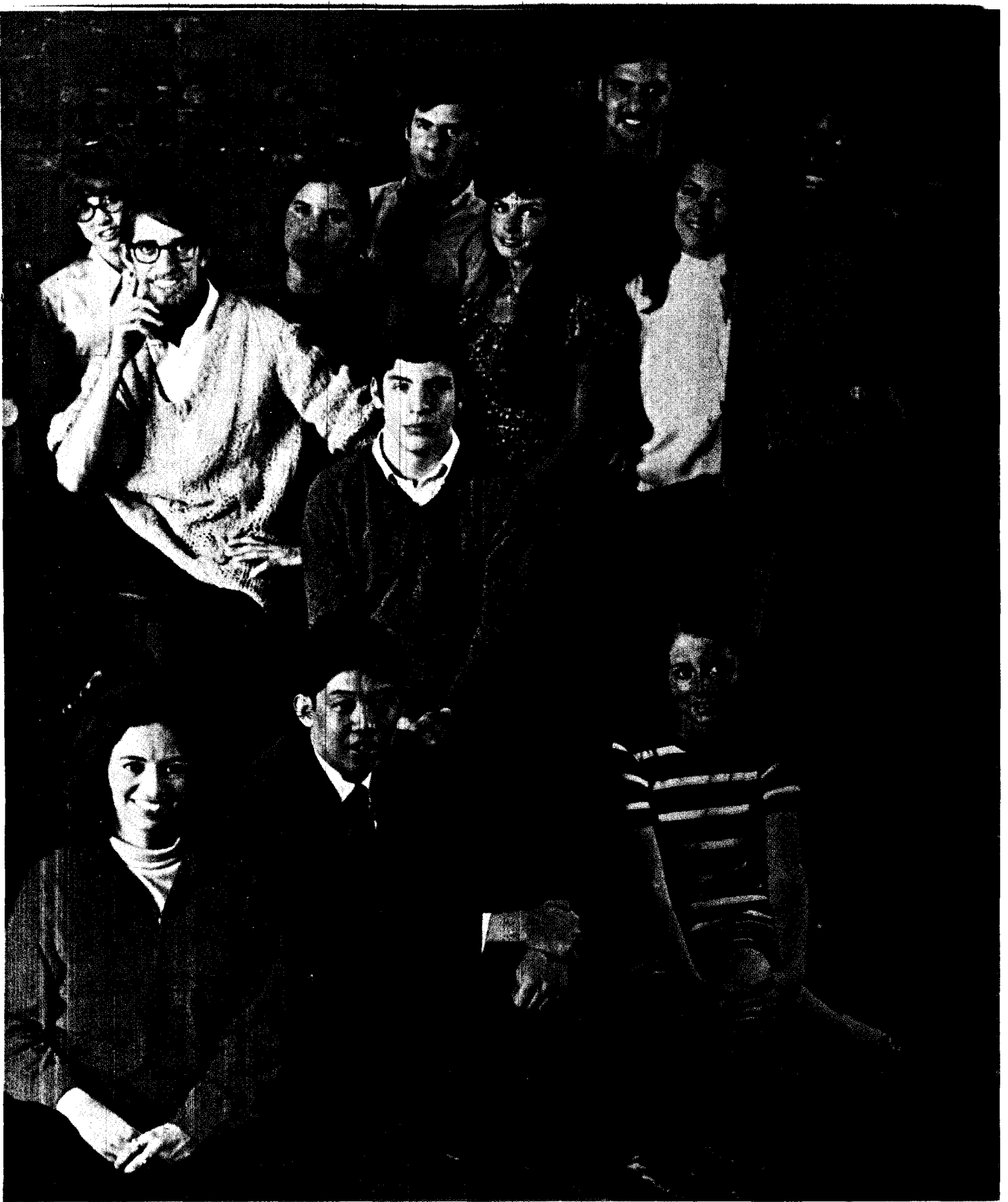
They were born in the same year as the transistor, 1947. They have come of age together.

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on" generation, the transistor, invented at Bell Telephone Laboratories, helped create the communications that turn them on.

Chances are that seven out of ten of them will make a future career in a business that depends on the transistor growth, if not its very existence. And, thanks to the continuing development of transistor

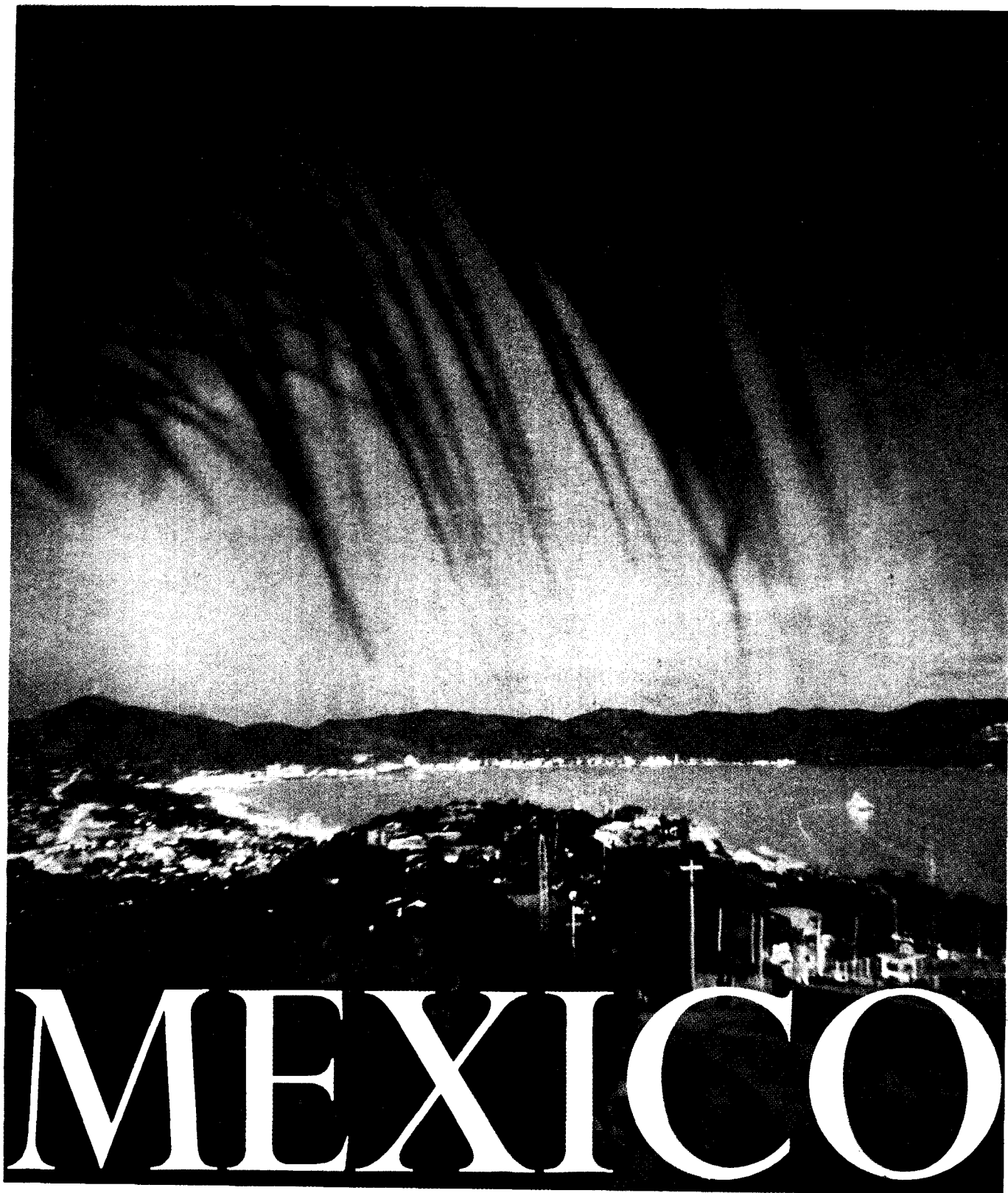


technology, which has led to the integrated circuit, before these youngsters reach 30 the electronics industry will have become the largest in the world.

It all began with the search for better communications, a continuing project, not only at Bell Telephone Laboratories but throughout the nationwide communications network called the Bell System.



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Editorial

Continued from page 26

the United States as near economic collapse as a growing young country can become without actually being in physical revolution. With the economic and social motors groaning toward a breakdown, with banks closing in every state, and money gradually becoming a scarce and fearsome thing, with panic everywhere and hunger stalking the cities as Iowa farmers dumped their milk because there was no market for it at any price, the early days of 1933 were undeniably among the most difficult any American has ever lived through, an unforgettable moment of personal and national agony.

REMEMBER the feeling in the pit of the stomach when we heard that London had been set afire by Nazi bombers, and there seemed no chance that European civilization could withstand the onslaught (yet somehow the British Isles would survive and Hitler would be overthrown). They were sickening days even on this side of the Atlantic, sickening and sad, as though the world had suddenly gone berserk, and everything we held dear was up for auction with the devil. Sickening days, too, when first

we learned of the dreadful atomic explosion that would change the world forever, would make modern man obsolete and naked to destruction. The most terrible war in history would soon end through this unprecedented display of naked force and destruction—dark days indeed for anyone with an iota of imagination or the sense of the shape of things to come. Again, the world seemed to fall about our heads and insanity to rule us on that terrible Friday noon in Dallas, as it would later with the political murders of the President's brother and the leader of the Negro race.

So, without taking anything away from 1968, which was bad enough, we should know that we in America have gone through this and worse before as we have faced a new year and a new political Administration, even one representing less than the majority of the electorate. It has been wisely said that stirring times call for stirring solutions and to remember that the Oriental word for "crisis" is also the word for "opportunity." Man never strides toward progress without unrest and change as the context, and perhaps the turmoil of 1968 bears with it a message that we are in a truly progressive era once again, a forward movement of historic proportions equal to our difficulties, frustrations, and angers.

—R. L. T.

Railroading

Continued from page 51

erage service. Whether such intercity trains can operate at a profit is academic to some students of transportation and city life. Utilizing existing rights of way, they would prevent expressway projects from further slicing out the heart of our cities and countryside. A single railroad track holds as many passengers per hour as a twenty-lane expressway. Modern high-speed trains, running on electricity, would also thin out air pollution—as well as airport congestion.

WHILE the Government goes about resurrecting the commuters, the long-haul lines continue to whistle past the graveyard, unsure of their fate. Railroaders insist that they can't afford the millions of dollars for equipment needed to replace the present hard-to-maintain streamliners. A new *California Zephyr*, with or without the improvements that car-builders might borrow from *Rheingold* or *Il Settebello*, would cost more than a 707 jet—and still operate at a loss. Unless the Congress authorizes a multimillion-dollar subsidy program, the silver maul that hits the golden spike this May at Promontory could sound nothing more than a death knell.



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Storage Space

Continued from page 38

tourist influx there has increased 137 per cent in the last ten years and received further stimulation by the Olympics. The estimate is that 30,000,000 foreign visitors will come to Mexico in the next ten years. Due in large measure to the Olympics hotel needs, Mexico now has a greater concentration of new hotels than any other country in the world, but by 1970 another 1,000 rooms will be added in Mexico City and 5,000 more in Acapulco in an effort to maintain some kind of balance between supply and demand.

All this activity has posed the need for some kind of computerized world hotel bank, if for no other reason than to keep the industry from burying itself in paperwork. There's no other way to know, at any given moment, how many beds are where. TRAV-L-DEX, a system offered by Holiday Inns of America, Inc., through its subsidiary, General Data Corporation, became operational last June. During its first three days the system confirmed 1,547 rooms for fifty-seven hotels in Hawaii. Other systems include Pan Am's Panamac Electronic Reservation System, which started off by hooking up 82 per cent of all Jamaican hotel rooms, and the American Express subsidiary, Express Reservation Service, Inc. The Ramada Inn chain, with an alert eye on Holiday Inns, has signed a multimillion dollar contract with American Express to tailor a new electronic reservations system to be called Ramada INN-STANT. It will have a world-wide capability. Most of Hilton International's 13,000 rooms will soon be TWA-computerized.

A global bank of hotel rooms may indeed become a one-world reality long before political walls are breached. Balkantourist, the national Bulgarian Tourist Office, is already holding exploratory talks with Hilton to build a second deluxe hotel in Sofia. The Hemus, a nineteen-story top category hotel, opened in Sofia a few months ago. It offers TV in every room, private bars in some rooms, a roof garden restaurant which at night turns into a fashionable club. Bulgaria has agreements to honor Dinars, American Express, and Carte Blanche cards, and has opened the border to Hertz-Rent-A-Car offices in Sofia and Varna, on the Black Sea. The Pan Am-Inter-Continental hotels scheduled to open by 1970 include deluxe hotels in Bucharest, Budapest, and Prague. The Soviet crack-down may drive Czech intellectuals underground, but it won't delay Pan Am's new hotel from rising high.

The Grand Hotel in Warsaw recently commemorated its first ten years of highly profitable operation with its 500,000th international guest. The big three hotels

Spaving Off the Palace Revolution



—Photos by Swiss National Tourist Office.

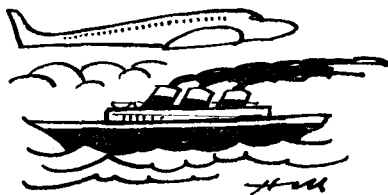


Whether the world of the Superjet will allow the survival of the palace hotels is a question facing grand tours and grand tourists. Switzerland, motherland of grande dames, still boasts such well polished gems as the Palace Hotel (top) and the Kulm (center and bottom) where sports trophies and wine cellar receive tender loving care. Both are in St. Moritz. More than half the Americans queried by Gallup pollsters recently chose Switzerland as the land they'd most like to visit. Next came Ireland-Great Britain, 44 per cent, and Italy, 42 per cent. See page 37 for a plan to save twenty palaces including those in St. Moritz.



of Crakow—Polonia, Cracovia, and Francuski—were extensively renovated during the past years. ORBIS, the Polish Travel Office, has just opened a new 210-room hotel in Torun, birthplace of Copernicus, and, after its first success with a motel at Mlawa on the Warsaw-Baltic coast route, it is rapidly building motels all over the country, with the welcome mat out to international tourists. One of the most ambitious projects is a Tourist Center at Sandomierz, on the Vistula. It will include three pavilions accommodating 226 guests, a restaurant to serve 150 at a single setting, an automobile service station, a beach, boardwalk, and marina.

Cold war problems to the contrary, it now takes only twenty minutes with a



U.S. passport to get an East German border visa and drive on into the Deutsche Demokratische Republik, particularly if you signify your intention to visit any of the chain of fifteen first-quality Inter-hotels. They're located in the principal tourist cities of East Berlin, Dresden, Magdeburg, Leipzig; in the old university town of Jena; also in Erfurt, a city of flowers on the edge of the Thuringian Forest; the old castle town of Halle-on-Saale, where Handel was born; Weimar, where the homes, museums, and memorials to Goethe, Schiller, and Liszt are well maintained; Karl Marx Stadt, formerly Chemnitz, a center of sixteenth-century architecture and new mechanical engineering colleges at the edge of the silvery Erz Gebirge, the Ore Mountains.

One should have little trouble securing a room at any of the fifteen hotels—barring the unheralded arrival of 150 Canadians and twenty-six Sikhs.



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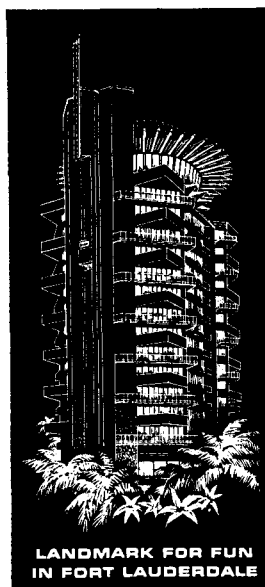
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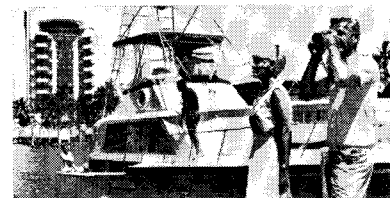
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Travel 1969

Continued from page 31

from Washington, Governor Volpe, the incoming Secretary of Transportation, will need our prayers.

In these pages some time back [SR, Dec. 16, 1967], Frank Riley, a Hollywood screenwriter and frequent contributor to SR, took a last fond look at Tokyo's Imperial Hotel before a wrecking ball committed it to the ages. Now, the lump smaller in his throat, Riley has completed a world-wide hotel-hopping study, with the conclusion that the concrete can't dry fast enough in 1969 to keep up with the jet-powered tourist boom. In his meanderings, Riley happily uncovered a campaign to save some proud old palaces from the Imperial's fate. Trevor L. Christie, long known to SR readers, sometimes rues the jet age and what it's done to steamships, but he finds a ray or two of hope glinting on the high seas. Jack Goodman, a longtime rail buff and Utah correspondent for *The New York Times*, is getting ready to help celebrate the 100th birthday of the transcontinental railroad this May in Promontory, but as he notes there won't be many cross-country trains around to blow out the candles. Still, the New Year will bring the birth of the high-speed commuter.

In a few weeks the nation will wave good-bye to one of its happiest travelers and most ardent conservationist, Lady Bird Johnson. Christine Sadler, Washington editor of *McCall's*, records the farewell junket of a very unlame duck. In the pages beyond, there is a gallery of photographs representing the best of SR's annual contest, and last, a calendar of 1969 travel events beginning with bowl games, ending with bowl games.

—D. B.

WIT TWISTER #93

By ARTHUR SWAN

The object of the game is to complete the poem by thinking of one word whose letters, when rearranged, will yield the appropriate word for each series of blanks. Each dash within a blank corresponds to a letter of the word.

The Devil looked within the —
— — — — — and saw

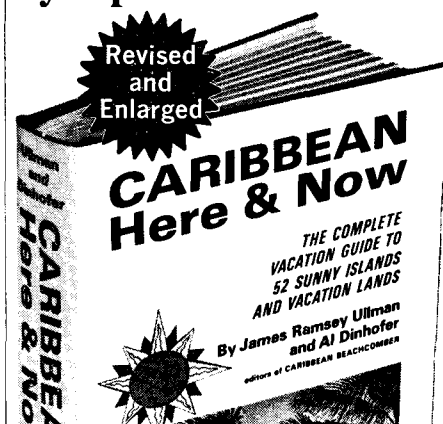
A — — — — — of lewdness
hidden from our sights.

The cunning — — — — —
then played upon this flaw

With dreams of — — — — —
feminine delights.

(Answer on page 70)

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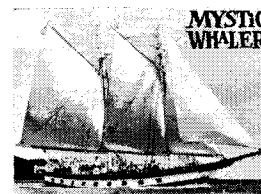
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