

Ports Of Call Travel, Nation's Third Largest Industry

By Edward H. Sims

Travel (the tourist industry in general) is now the third largest industry in the United States and in a number of other countries. Long-distance travel is increasing by leaps and bounds. Not too long ago sea crossings of the oceans were fastest transportation but today air travel is number one in speed and volume. Yet genuinely first-class ocean crossings are still only available in a ship.

That situation could end in two or three years when huge jets, with ample space for private rooms, go into service. But even then aircraft will be unable to offer the space and elegance of the bigger liners, with their dances, parties, swimming pools, etc. One can generate a good discussion rather quickly with the question whether today's airlines offer really first class ocean crossings. In tourist or economy sections it is admittedly somewhat grim and crowded. In 1959, when I flew on the record-breaking New York-Moscow nonstop flight (8 hours, 56 minutes) with former Vice President Nixon, we all naturally thought the

new accommodations exciting.

This was on a 707, equipped with small lounge up front. But after nine hours in the air, the human cargo which stepped out of the plane at Moscow Airport was a bit worn. And even on today's Blue Ribbons transatlantic runs by the major airlines, flights usually require a minimum of eleven hours from bedroom to bedroom, longer if one flies further than London or Paris. That takes the bounce out of even the most hardy traveler.

Sea travel, on the other hand, can be a rest but if the weather happens to turn really sour, it too can be an ordeal and a longer one. Once in March I crossed on one of the world's largest ships which did everything but roll over for four days. Meals were less than a pleasure and the swimming pools were usually closed. Exercising, sports and other activities drastically curtailed.

If, however, one has normal luck, a sea crossing can provide a pleasant rest. Tourist and even cabin accommodations on some lines leave much to be desired. First class on the great ships is expensive but if one has an expense account or wants to try it and pay the tab (about a thousand dollars round-trip), it is a fine experience.

A suggestion worth considering is taking along a small car. This can often be done for about \$150, round-trip. American licenses are accepted everywhere in Europe and one can drive all over the continent in this way inexpensively. By ship one can also carry ample luggage. Another worthwhile suggestion is that every traveler take along motion sickness tablets—for either ship or air crossings.

The dining rooms of luxury ocean liners are perhaps the most fascinating centers of ship activity on ships. But unless one swims and plays hard daily, two meals a day is all he can consume without adding weight. This temptation may be reduced in a few years when the larger

airliners provide bedrooms and can thus offer really first-class ocean crossing accommodations.

Italy Favored

I am often asked why it is that so many Americans, especially ladies, favor Italy in their travels. Nature seems to provide the two primary ones—weather and scenery. There are, of course, other reasons. The Italians are generally pleasant and friendly—even if there are beggars and others attempt to overcharge. This tendency exasperates many an American male, who does not want to have to cope with dishonesty on his vacation.

But other things more than make up for it among most Americans. The food is excellent and the Italians like good music and beauty in general, and prices are cheap when one finds honest prices—away from the tourist meccas.

If you go to Venice, and I suppose everyone must once, don't expect to stay in the best hotels cheaply, or eat at the best restaurants cheaply. Venice is like a small Paris, where the American tourist dollar is major source of income. American tourists have been going there so long the Venetians know just how much the traffic will bear—how much Americans would pay at home.

But in the smaller places, and in the cities and towns not so famous, one can still do well in Italy. Prices are set by law, according to the class of hotel, beginning at luxury class and going on down four more classes. One can stay comfortably in the cities in first class and even second class hotels. The thing to check in advance are bathroom arrangements.

Eating—if one will select the Italian menu (and not the English)—can be quite inexpensive. Occasionally one will find price variations between Italian and English menus in the tourist centers. But one should eat comfortably for 600 or 800 lire in many places, which is just over a dollar (620 lire to the dollar). Wine—the house wine which one should usually try—should be no more than fifty cents for a half bottle, perhaps less.

The beauty of the Italian

country, especially the sea coasts, of which there are so many, on both the Adriatic and Mediterranean sides, and in the Alps and on the southern slopes of the Alps, is not surpassed in Europe.

One can begin to visit Italy in May, since the weather is superior to that of the more northerly European countries, and can linger after summer is gone (not forgotten) until October, a beautiful month.

And, finally, there is romance in the air in Italy, perhaps not so much for the American male as much as for the female, since the Italian male appeals more to American women than the typical Italian girl to American men. A night in Venice or Naples, or Rome, with good food, good wine and good company can gather a lot of steam. And trigger memories one so secretly and nostalgically recall as the years creep on.

ORANGE NUGGET



Laden with flowers is this marigold, Orange Nugget, newest color in the Nugget series.

Here is this year's newest color in the Nugget series of marigolds. Previously introduced were Yellow Nugget and Gold Nugget—with precisely the same characteristics—early and prolonged bloom and more of it than most marigolds offer.

The plentiful flowers are due to a quirk in plants. The Nuggets are hybrids between two species of marigold—and, because of this, are incapable of forming seeds. Since a plant exists only to reproduce its kind and these marigolds cannot do so, they simply keep on producing flowers.

This, of course, works to the advantage of the gardener for these compact plants can be depended on to look like mounds of color from early summer to frost.

The uses of any compact, low-growing annual are myriad. Try these little marigolds as an edging, in solid plantings, in window boxes or in planters. You'll be delighted with them in any of these situations.

LINGERS LONGER



A new white radish which stays in edible condition for 6 weeks is called All Seasons. Plant in spring or in late summer.

Because radishes are one of the first vegetables to be planted in almost any garden, the advent of a new variety that is edible for a longer period is important news for spring. Called All Seasons, this introduction is a white radish with long, straight roots that are ready to eat when an inch across and 6 inches long.

Instead of being edible for only a week or two, this variety is said to remain in good eating condition for 6 weeks, until roots are a foot long and 2½ inches in diameter, without becoming pithy or strong to taste.

Thus gardeners who love to use radishes in salads or eat radish sandwiches can enjoy these dishes longer from just one job of soil preparation and one planting.

Trade Stamps And Dope

San Francisco—Trading stamps are being given with marijuana purchases in the Naught-Ashbury district. A State narcotics agent reported bona fide trading stamps were given to an undercover investigator who bought \$30 worth of marijuana.

Proven Guilty

Norristown, Pa.—It took a jury ten minutes to decide Beatrice Moss, divorcee, was guilty on the willful and malicious mischief charge. Her former husband filed a damage suit after she glued shut the windows of his Cadillac.

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