

Fastest Growing Houston Winces at New Headaches



Your Money's Worth

By SYLVIA PORTER
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VACATION BOOM

By the end of this year nearly 100 million Americans will have gone away from home on vacations, a peak never before approached. Spurred by an unprecedented boom in hotel, motel and highway construction, a high level of spending money and a doctor-backed drive telling us flatly, "You Need a Vacation," we will pour an estimated \$26 billion into this mobile bonanza in the U.S. alone — nearly double what we spent as recently as 1956. By Dec. 31 a record-breaking 1,012,000 Americans will have visited Europe on business, student travel and vacations, spent more than \$625 million, not counting trans-Atlantic fares. In addition, 205,000 of us will have spent about \$125 million in the Far East — a whopping increase of 18 per cent over 1962.

These are only a few of the dramatic statistics highlighting the story of vacations in 1963. Behind them are new trends in who goes, how far, how long, how much we spend. Here, from the American Automobile Association, American Express and the just-released Survey of Consumer Finances by the University of Michigan, are some of the details.

Today, 75-90 per cent of us take our vacations in cars, stay overnight in the nation's more than 4 million hotel and motel beds — or camp out. In a survey to be published next week, the AAA will report that an average couple on an auto trip spends \$31 a day; \$11 for room, \$10.50 for meals, \$7 for gas and other auto expenses, \$2.50 for tips and miscellaneous.

If you're the average American, your vacation away from home will last six to eight days. Your total expenditures on your vacation will depend, of course, on your income, but a most provocative point is that in this era of affluence there is a clear trend toward economy.

The University of Michigan Survey reports that only 27 per cent of American families spend more than \$100 on vacations and that the average expenditure of this fraction is only \$380. One out of ten American families takes a trip more than 1,000 miles from home and the average expenditure is \$450. For a trip more than 2,000 miles away from home, you're likely to spend \$870.

Economy is the word for overseas vacations, too. American Express estimates that 60-90 per cent of requests for air tickets to Europe are economy class. Group and charter flights have also helped hold down the cost of vacations abroad: normal prices for a European vacation today run from \$900 to \$2,500, and average actual spending is a modest \$1,200.

The most dramatic travel trend is in the "when-we-go" department — and the trend has tremendous implications for us and our states' economies as well as for the multi-billion-dollar tourist trade. I've been watching this trend gather steam for five years, but now the experts have come up with some hard statistics to underline the fact.

Fully 45 per cent of us take our vacations outside of the peak months of June, July and August, against a minuscule 10 per cent in 1947. Behind the off-season trek are the boom in skiing, innumerable "multiple" or split vacations both here and abroad and the publicity about the advantages of winter vacations, including better service and cut rates for transportation and accommodations.

Off-season travel is an important stabilizing force in our states' economies, particularly in resort areas that once depended on only three months of business in the entire year for survival.

The 55-45 proportion of travel in and out of season has also helped alleviate the staggering summer-only "sweat-back" employment problem across the nation's vacationlands.

This generation of Americans has invented the year-round vacation boom — for which there is no parallel in history and the limits of the boom apparently are limitless.

By ALEX ADWAN
United Press International
Houston, Texas — (UPI) — Houston is the world's fastest growing big city. But even the most avid Texan admirers of bigness are beginning to wince at the growing pains. Bank clearings and deposits, automobile and department store sales and construction permits reached record or near-record peaks last month. But during the same period Houston residents took note of: —A swelling traffic jam, sure to get worse. —A city-county dispute that may cost Houston revenue from water sales. —Complaints of water and air pollution. —Houston, of course, already had undergone an almost un-

believable sprouting from a prairie town into a booming seaport and international oil and chemical center in a space of 40 years. The new spurt comes from the city's selection as headquarters for America's man-in-space center.

55,000 New Homes
In the area around the manned spacecraft center, now under construction in southwest Harris county near Galveston Bay, developers plan to build 55,000 new homes in 15 years.

Clear Lake City, a Humble oil refining co. and Del Webb venture, is one of half a dozen big commercial developments under way around the space center. Its developers say it will become the nation's largest completely planned suburban community. They plan to build 40,000 dwellings, 40 parks and a business center that will include 10 skyscrapers, some up to 40 stories high.

Houston and Harris county interests are still trying to figure out how to finance a road system in the area that will accommodate 9,000 or 10,000 cars a day. **Reject Bond Issue**

Harris county voters last month rejected, by a 3-1 margin, an \$85.8 million series of bond issues that would have financed some roads

around the space center. The other rejected proposals would have financed jail improvements, voting machines and road improvements elsewhere in the county.

Another space age problem is a water supply for the area around the spacecraft center. The city of Houston had counted heavily on water revenues from the Clear Lake space center area.

Hopes for this municipal revenue dwindled when the state legislature set up a separate water authority for the area.

Houston Mayor Lewis Cutler said the loss of anticipated revenues would endanger Houston's long-range plans for water from a Trinity River project. The city council took the first steps toward annexing the Clear Lake area, but so far has not completed the annexation.

Municipal Sewers
If Houston annexes the area, it will be obligated to provide municipal services for the whole area at once, an expensive proposition that would require some hasty high financing.

Houston's air pollution problem is not as bad as that in many older industrial cities. But it does exist. Pollution from an unknown source recently reacted with house paint in one neighborhood and turned several homes into a bright purple. But that is not too hard to take in a city which saw a \$3 million gain in building permits in one week, a 12 per cent rise in department store sales and a record of 33,000 new cars sold in six months.

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Disarmament Talks Postponed

Geneva — (UPI) — U.S. and Russian co-chairmen of the 17-nation disarmament conference have postponed further private meetings until after the signing of a partial test-ban treaty in Moscow next week.

Informed sources said U.S. Ambassador Charles C. Stelle and Soviet negotiator Semyon K. Tsarapkin had been expected to meet privately following the reopening of disarmament talks here Tuesday.

The conference called on the two men to get together to agree on subjects for two-way negotiations that might lead to further cold war agreements.

Informed sources said the discussion would not begin until after Secretary of State Dean Rusk, Foreign Minister Andrei Gromyko and Foreign Secretary Lord Home meet in Moscow next week to sign the limited test ban and discuss further possible ways to ease cold war tensions.

Cherokee Indians Given Land Payments

Muskogee, Okla. — (UPI) — All living Cherokees who were on the tribal rolls in 1907 have received their shares of a \$12 million supplemental land payment for land bought by the federal government in 1880.

The government says payments have gone to 12,392 Cherokees. Payments are being made to heirs of the approximately 30,000 deceased tribal members. Courts ruled the government did not pay a fair price for the land in 1880 and ordered the additional payment.

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