eral refusals, you know you've done just about as well as you can. Then you can return to the dealer you liked the most to buy the product. Unlike shops in cites, those at sirports and borders offer few bargains (other than liquor and cigaretes) because there is no competition. Avoid them. Watch our for a vendor who asks you what you paid for something and then teils you be'd have charged you half, after which, having convinced you he's a fair dealer, he proceeds to rip you off on other terms. First find out if his product and the one you already bought are indeed Identical. If they are, try to return yours and then hold the vendor to this word.

Many people say that bargaining opportunities are best in the morning before the vendors get tired and grumpy. In my experience this rule inth' teilable. If a guy has had a slow day, he'll really want to sell something, and you find your best bargains when you want to buy less than he wants to sell. Sometimes you'll do best by coming back several times during the day.

Hagging aggrestively will save you a lot of cash. Time and again I've seen people pay two or even three times the price that better bargainers have puid. If you master the material in this chapter, you'll easily save the cost of the book. But remember that haggling is a game. It doesn't pay to get upset or unfernedly, the wendor will give you a better deal if he likes you. If he's not bury, he'll be happy to shoot the breeze with you; to skoot the prese of life of it slower and easier than it is at home. As much as haggling is a game, It's on art. It should always be a pleasant reasting.

If you really want to meet the common people and gan row insights, the institut, you must have a reasonable understanding of their lenguage. If you want to read then newspapers, enjoy their literature, or jour unsule to task with foreigners, though. Spraich will get you by allower Latin America, and French will be adequate in North

## Staying Healthy

You've got to respect the diseases in underdeveloped countries. These, much more than anaker, sherks, and knife-wielding Bedoulns, are the real dangers abroad. Happily, there are ways to prevent and cure just about every disease you may come up against, and it's the very rare (and unastly ignorant) traveler who has any real problems.

In general, medical care in foreign countries is less available and of lower quality than what you're used to at home. Just as you shouldn't drive a car abroad if you don't know any thing shout basic repairs, so you shouldn't travel if you don't know any thing about first aid. In fact, all human beings should know a little about medicine whether they stavel or not.

If you've got a simple problem like athlete's feet or ringworm, you can go to a druggist for advice. By this I mean a licensed pharmacist and not an employee who's better left to tell you about shades of lipatick. But if you've got a serious ailment, head traight for a doctor, preferably one who's been educated in a developed country and not at the local butcher shop. I've seen simple foot infections turn into candidates for the knife for want of medical care. I've alto seen knife happy doctors prepared to operate for what turned out to be a mild case of burnits that we relieved by a few pils.

Takelen can find doctor by exists a smooth of the local butch as the same of the same of the same and the same acceptance.

turned out to be a mild case of Durson man.

a few pills.

Travelers can find doctors by asking among resident
foreigners and at embassies, military bases, classy hotels,
hospitals, and clinics. Medical case is often free and is almays cheap. In Costa Rica, for example, 150 tan x-ray
check for tuberculosis and chest cancer; a complete physical
that included unie, feers, and blood examinations; shots for
tetanus and smallpox, and hundreds of malaris pills—all for
sevenly cents.

that included usine, feces, and blood examinations, whose that included usine, feces, and hundreds of malaria pills—all for seventy cents.

The best way to treat bad water is to let the visible junk, if any settle out and the bool the water for ten munities. This kills ewerything. Shaling the bottled water not pouring it back and forth between two clean containers will serate it and thus improve the taste. Choirine pills are slightly less effective and may be subject to spoiltage. Recent studies have shown that the potency of chlorine pills is reduced by half if they are exposed for a day to temperatures above 100° F. In addition, their shelf life is two years—and nobody knows how long the pills you buy have been sitting on a shelf.

The more effective rubstitute is indine in pills (follow the directions) or dissolved and sold as ordinary tincture of indine. The lincture, long used as an antiseptic, is available afmost everywhere and is much cheaper than the pills. Use eight drops per quart of clear water or 16 if the water is cloudy, and wait half an hour before drinking the maxture. You'll probably like the tast better if you add a few drops of lemon juice. There are about 450 drops in an ounce; so a laff-ounce bottle is enough to purify about thirty quarts of water. If you carry lodine in a plastic bottle, the bottle will turn yellow, but this is no problem. Just be sure the cap docean't come off inside your pack.

For general purposes, in addition to aspirtn and bandages, you may wish to have a small amount of cotion gauge and adhesive tape, water purification tablets or tincture of todine, and an antacid, In malarial seasy oul' need insect repellent or mosquito coffs and antimalarial tablets. If you haven't brought Cutter repellent, you should try to find a preparation that:

"sint N.N.diethyl-meta-tolusmide, the active ingredient most." It we against mosquitoes. The

antimalarial tablets should contain a chloroquine salt, usually chloroquine phosphate. This is sold abroad under a multitude of trade names, but you'll usually get the best price if you simply ask at a pharmacy for chloroquine. Tablets are available in dosages of either 250 or 500 milligrams. Any region in the tropics should be assumed to be malarial unless you have reliable info.mention to the control of th

Inoculations provide protection against many of the worst diseases. To prevent getting jubbed with a rusty needle at a foreign sirport, properly enter all your shots in your yellow intermational vaccination certificate. The shots you'll need depend on your trawl plans, your doctor or public health center can advise you on what to get. It's not a good idea to pump your body with vaccines you don't need. If you're traweling with children, get special medical advice. In addition, the Trawel Information Manual has information on local inoculation requirements and also on currently infected areas.

RABID ANIMALE Beware of rabid dogs. Unlike healthy ones, which bark and run, rabid dogs often show no fear. Pick up a stick if you see a dog acting ratey and avoid him completely. If you are bitten, especially for no apparent cause, try to capture the dog alive and keep it for ten days. If the dog dies, you can assume it was rabid; and you should then seek treatment immediately. There is a way of testing the dog's brain to see if it was rabid, but I personally would get the treatment on matter what the results of the test, unless it was done in a developed country by a technician that laspited my utmost confidence. You don't screw around with rabies. Once the symptoms appear, death is all but certain.

स्टब्स्स स्टब्स् स्टब्स् स्टब्स्

I've tred all the above modes of transportation, and for me hitching is the best. By sticking out your thumb, you magically transform the world into one consisting exclusively of those who are willing to go out of their way to help other people. Drivers will take you to interesting fittle towns and toadside restaurants full of local color and down home cook-

roadside restawants full of local color and down home cooking.

Hitchhiking abroad is generally bosh essy and legal.

Often you can cover much more ground in a day and in greater comfort than you would by taking buses or frains.

Because you haven't laid out any money, you're more likely to get out of interesting places you otherwise would have missed, places few travelers ever see.

Unlike at home, the thumb sign is not universal or foreign highways. In fact, if a crually considered obscere in some areas. More often you use the paim "stop" signal or simply wave the car down. You must ask in each location for the most reliable method, but when in doubt the last it probably the best. It's wise to wear light-colored clothes, especially at night when hitching is difficult; to avoid sunglasses, which prevent you from cushlishing eye contact with the drivers; and to look as straight as possible. If you have too much luggage, it's hard to hitch. With no bags.

Of course, sometimes even a healthy dog will bite if provoked. If you think this is the case, check back later to see how the dog is. If you're bitten by a normally peacefu animal like a squirrel, you should be very suspicious. If I were bitten and couldn't catch the animal, I would get the rables treatment. Dr. Sigmond concurs with this judgment. The treatment consists of fourteen painful shots in the stomach. If you feel you need them, get to a competent foctor right away. One woman who got the series in Indonesia developed an infection after the tenth shot. To get better treatment, she wisely flew to Singapore and started the series all over again.

PAMPHLETS

## PAMPHLETS

The U.S. Department of State publishes a series of pamph-lets on each and every country in the world right down to the Comoro Islands (pop. 60,000). Entitled "Background Notes," they are complete and surprisingly unbissed. Fairty sketchy on culture, but what do you want for 5047.

## METRIC CONVERSIONS

| 1 | 1b. = 0 45 kilograms | 1 kg = 2.2 lbs |
| 1 02. = 28 grams |
1 U S quart = 0.95 liters	1 km = 0.62 miles, or about 3/8 mile	
1 inch = 2.5 centimeters	1 km = 0.62 miles, or about 3/8 mile	
1 meter = 39.4 inches =	1 toot = 0.3 meter =	0.3
3.3 feet	30.5 cm.	0.5 cm.

-courteey of 'TRAVELING CHEAPLY' by Rick Berg

maybe you're a burn. With one, you're a traveler. With two or more, you're a pain in the sea.

On the highway the best places to stand are those where the traffic is relatively slow and where the drivers can see you well before they reach you. The intersection of an entrance ramp and a highway is an ideal spot, sance you get both sets of traffic and there's plenty of room for cars to pull over. In cities you can hitch at red lights or at gas stettom?

cars to pull over. In cities you can histo at red lights or at gas statours. Mixed couples make ideal hisching companions, since they get index from people who would be afraid of picking up two gays.

Even in rural areas, it's often best not to histo on the highway. Gas stations, rest stops, roadade restaurants, and police checkpoints provide excellent historing opportunities. Two people can spit up, with one on the road and the other siking driven who have stopped at these places. Such places also afford shelter from the rain, and frequently you can eat or sleep at them. They're especially good at night, when it's hard for drivers to see you unless you're at a spot wherein to see you unless you're at a spot of where to said; in it. Propretors and police will often help you get a ride; so it's wise to stay on their good use. If crowds gather, it's best to move on.

There are a few other places where hitching is especially good, such as at borders and ferry landings.

It helps to have a sign indicating your destination, aspecially if you're near a complicated crossroads. Keep it local, as people are often relaction to commit themselves to a thousand-nike drive with a strenger. Once you're inside the vehicle and have established mutual confidence with the driver, you can talk about faither destinations. Where there can be no moretisatry in drivers' minds about which way you're going, your sign need not mention a destination at all. I've had success hitching east with a sign that said west. When drivers stopped to tell me I was on the wrong side of the road, I feighted confusion and they usually picked me up.

that said west. When drivens stopped to tell me I was on the wrong side of the road, I feigned confusion and they usually picked me up.

The age should, of course, be in the native language; so you must learn the names of foreign cities as they are pronounced and written locally. There are stories about people gening to Vismas that let their drivers tip right through Wien, and that intimed Florence because they didn't recognite Firence. Many travelers have hed great huck with signs awing; simply "please."

Hisching in the Third World is much safer than in the major developed countries, not no driving safery, but in the lower frequency of driver hassles. Nevertheless, you should give the driver a quick scan before getting into the car.

Remember that you're out obligated to accept a ride.

Many times licence places indicate the city or province a car is from end to which it may be going. Checking the plates will also help your track the driver down if he takes off with your pack.

Generally you shouldn't have to pay for a ride, but some unmarked cars are taxis, so you should ask the driver if you're wrisnes. Aho, in some poor countries track drivers if you're wrisnes. Aho, in some poor countries track drivers if you're wrisnes. Aho, in some poor countries track drivers in the driver make extra money by picking up riders. The charge is usually wrisn, much cheeper them that for public transportation, and the driver probably asseds the money.

Once inside you shouldn't pass up the opportunity to talk with the driver. He's done you a fevor, and it's impolite just to drop off to sleep. Often he'll tell you he's going only a hitle way, but then he'll take you to his read destination farther along if he decides he likes you. He feels better for having helped, and you feel good too. Your behavior as a pessenger may determine whether he'll pick up the next hitchilder; so you we'll to the rest of us to be friendly.

The driver is also a goldmane of information, not only about where to get off, but also shout his country. He may take you to hereevering pleases or buy you lonch. People like to pick up foreigner, and, believe me, a Moroccan doesn't need to see a Canadian flag on your pack to tell you're a foreigner.

to pick up foreigners, and, believe me, a Moroccus operaneed to see a Canadian flag on your pack to tell you're a
foreigner.

If you're let offf in a small town, ask the driver to take
you to the other side. In cities not ringed by beltenys,
you'll have to decide whether to get off on the near side or
in the center. If you choose the latter, you may have to
take public transportation to get to the other side. Often
the drives knows how much through traffic there is and can
advise you. Arriving at cities during the night, you may
want to get off to sleep in a friendly gas station to restaurant. When trucks pull off for the night at these places, they
usually will knew very early the next day. Fee alega alongused trucks to prevent the drivers from forgetting me in the
temperature usually drops about three degrees Fahrenhert
for every thousand feet of allitude, which may influence
your decision about where to sleep. If the driver is going
all night, you can generally stretch out in the back of the
rehicle. Be especially careful in decolate areas not to be let
off in the middle of nonfiere. Although the very next car
is likely to pick you up, it may no come along for hours.

How to hitch

tocace Carry as little as possible. Try and keep it down to just your frame-pack, or at the most, one hand item as well. I know plenty of people who have hierde carrying a frame-pack, suicase, camera bag and portable typewriter, but it's not a good general rule. A lot of cars won't stop because they simply don't have room for your luggage.

ROAD TACTICS This is the most important thing of all and while plenty of experienced hitchers might argue that you can get away with any sort of appearance because people want to pick up freat for a kink, or that it a driver want to stop to help you on your way he's not going to worry about extra pieces of luggage, they'll agree unanimously that you have to choose your thumbing position.

First (and most obviously, though it's horrifying how many fools do it), don't hind on a bend. There are three reasons. One, it's deadily. Cars cut through bends and you can get killed. Two, drivers are concentrating too much on the problem of g. thing through the bend to be worried about anyone trying to stop them from the side of the road, the law forbids him to do so.

Second, choose your road edge carefully. Divers arm't inclined to stop in the middle of the road - it's too dangerous - so you must pick a position, when possible, which has a nice safe edge for the road into mud, or the position, when possible, which has a nice safe edge for the mot forn to, and the more of their car they can get off the road when they stop the more of their car they can get off the road when they stop the more of their car they can get off the road when they stop the more they like it. And the smoother: the area the better. Drivers don't lite running off the road in the position, when you're possible, which has a nice safe edge for them to run off on to, and the more of their car they can get off the road when they stop the more of their car they can get off the road when they stop the more of their car they can get off the road when they stop the more of their car they can get off the road

little poetic I sometimes change to a regal, floating wave of my whole hand which, if the driver happens to be feeling in the same mood, seems to work wonders.

COUNTRY IDENTIFICATION This is purely a matter of choice. I've done he cone trip with the international AUS for Australia attached to my pack and two carts stopped specifically because the drivers had relatives in Sydney. The question is, how many cart dad it is a suit and carrying a small suitease with a notice attached which is simply read 'U.Student'. Perhaps you can approach the problem in terms of international political opinion. Try and figure how popular your country is in Europe before you mount a sign, which a CAR stors. A lot of drivers who have stopped for you are nevertheless in a hell of a hurry. Nost drivers pull up fifty or a hundred yards beyond you. Never risk losing a risk by wandering to them. Run, Grab your bag and move! When you get to the ear, just wish the driver a good day in his own language (if possible) and them tell him where you're going. If you can't ponounce the name of the tot wan have a map ready to pull out and point as. From then on, whatever the drivers ays, just answer out, it, jator yet as the case may be. It doesn't matter what the driver has said—I'm going to say, be a little more obvious and a little less politic and make sounds which suggest you're about every trip), politicly indicate that you want out. If he won't stop or doesn't understand what you're trying to say, be a little more obvious and a little less politic and make sounds which since not obvious and a little less politic and make sounds which is or out of them in less than an bour. But ty walking out of Paris or London! If you raide has let you off to the a wild, but the eods are right against you. People in a suburban traffic stream usually drives the point borne, and out, but the bodds are right against you. People in a suburban traffic stream usually drive in the count.

There is still stanch American being the control of the control of