

PLANNING A TRIP ABROAD



BLAIR JAEKEL



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**PLANNING
A TRIP
ABROAD**



PLANNING A TRIP ABROAD

BY

BLAIR JAEKEL, F.R.G.S.

Author of Windmills and Wooden Shoes, etc.



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I

ROUTES AND EXPENSES

WHATEVER you have read of the history, romance, literature, art or architecture of Europe in general, or of the different European countries in particular, will in a measure determine what you wish to see on a trip abroad. It will all have been unconsciously preparatory. Whatever interests you most in your readings you will want most to see, and like as not you will plan your trip so that the itinerary will include such towns and cities the reading about which has contributed the most to your pleasure and enlightenment.

Having obtained, therefore, unknowingly through the previous years, a general idea of where you wish to go abroad and what you wish to see, then, in a general way, plot out your prospective trip with a map of Europe in front of you, bearing in mind always that it is cheaper—if this item concerns you in the least—and more satisfactory to “do” a little of Europe at a time and “do” it thoroughly. Having planned your itinerary, it is time then to take up in detail such reading matter as bears directly upon your trip.

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Going well armed with information about the places you intend to visit will enable you to expend your time and money in each to the best possible advantage, and objects of no great interest to you, or those of only local celebration, may be thus overlooked with impunity. The subject you are interested in the most, whether history, romance, art, architecture, city building, literature or what not, will doubtless govern your route.

Assuming that you have chosen in a general way what you wish to see the most, perhaps the best method of becoming conversant with any certain country or city, so to speak, is to read over the various travel books covering the subject. These are usually thorough and authentic. But while reading them you may, perchance, change your route appropriately. Time and again you will find that the smaller and apparently insignificant towns hold more of interest for you than the larger cities—not so much of art and literature, perhaps, but often of history and architecture and customs and costumes. The cities are more cosmopolitan; the out-of-the-way places the more typical. Art and architecture are not mere by-products of Europe. A certain amount of knowledge of the history of each will be to the traveler's advantage.

When to Go

When to visit certain countries or cities depends upon two things: The season of the year and the festivals or celebrations that take place at certain times, if you are at all interested in such matters—such as the Passion Play at Oberammergau.

May and June are perhaps the best months to visit Ireland, although in the late summer there is more to do there of a social nature. England, Scotland and Wales are at their best during the summer months. From a tourist's point of view, Northern France, Germany, Belgium, Holland, Austria and overland through the Balkan States as far east as Constantinople, Russia, Denmark, Norway and Sweden are most advantageously visited in summer. Spring is the time of year to visit Southern France, the Riviera, Southern Italy and Sicily, Greece and Dalmatian ports along the Adriatic. Easter in Rome is quite an event. On the other hand, the glow and warmth of a winter along the Riviera or in Southern Italy is largely fictitious. The sun, when it shines, is agreeably warm; but the natives have not as yet mastered the house heating problem to the satisfaction of the American tourist. The hotel peo-

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ple will exaggerate the pathetic story of one little three-pronged radiator to a room into a compelling catch-line advertising steam heat.

Trace a line directly east from New York and it will just about bisect the cupola of the Aquarium at Naples. Naples in summer is as warm as New York, but more and more people annually are spending at least a part of the summer months in Southern Italy and Sicily. South of the latter is impossible, almost, in summer. Port authorities are more than active these days in checking the admittance of cholera suspects, and, taken by and large, the ports of Italy are as healthful in summer as those of any other country.

June in Venice is delightful and perhaps the best month to visit it and the Italian Lake district. June, July and August are the "high season" months in Switzerland; even early in June some of the mountain passes are not yet open and the villages up in the mountains are inaccessible. Southern Spain is too terribly hot for comfort in midsummer; besides, most of the illustrious adepts in what may be called Spain's national sport, bull-fighting, have left for a tour of Mexico or have gone on vacations to their country estates—and many rich men may be numbered among the Spanish *matadors*

—so that the exhibitions given, if any, are of mediocre caliber. Portugal, being for the most part coast line, is not so warm. Winter in Madeira, the Canary Islands or the Azores is delightful, and summer there is by no means unbearable; but these, although possessions of European countries, can hardly be considered parts of Europe. Midsummer is, of course, the time of year to visit the northern countries that fringe the Baltic, while the ideal time to start from New York upon a trip to the Mediterranean is in February or March.

Choice of Steamer

In their choice of steamers, travelers must be governed by their tastes and their pocket-books. If not in too much of a hurry the prospective voyageur will find the larger, slower boats more conducive to a pleasant, healthful trip across. These are vastly steadier, of less vibration and somewhat cheaper, although not much, than the fast express steamers, and are lifted gently over the seas instead of ploughing through them. The slower the steamer, the less vibration; and the heavier she is loaded, the less motion.

In the selection of the stateroom it might be well to remember that the nearer the center of equilibrium of a ship, tech-



A MAP OF EUROPE



HOWING TRAVEL DISTRICTS

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nically speaking, the less motion. In an "outside" room on the highest deck there will be felt more lateral motion, or "roll," than in an "inside" room on the lowest. In a room near either the bow or the stern of the ship there will be felt more perpendicular motion, or "pitch," than in a room situated amidships. "Outside" rooms, or rooms having windows or ports looking out to sea, being more airy, slightly larger, better lighted and better equipped than "inside" rooms, are, of course, more expensive.

To avail yourself of the *lowest* steamer rates, you will have to start any time between the first of September, generally speaking, and the first of April; but often this is not practicable. Winter rates westbound, which are the lowest in this direction, commence about November first. Some of these winter rates with certain lines amount to but three-quarters or two-thirds of the so-called "high season" rates. Another advantage that the out-of-season voyageur has is that trans-Atlantic steamship travel between the dates above mentioned is comparatively light, and many steamship companies offer the passenger the best on the ship, within certain bounds, for the minimum rate.

"Intermediate" steamship rates to Eu-

rope, slightly higher than the winter ones, hold good for, say, the month of April and the first two weeks in August. Westbound, there may be but one or two sailings of intermediate rates. Eastbound summer rates apply in May and continue through July. Westbound, they apply in August and continue into October—and then is when you will have to pay the piper for the best accommodations.

It being “out of season” to cruise to the Mediterranean in summer, the steamship rates to these southern ports are considerably lower in summer than in winter. By landing at Naples, Palermo, Genoa or Trieste and traveling northward and westward, returning from a British or north Continental port, a great part of Europe may be toured without the traveler having to retrace a single step.

The American Line ships, sailing from Philadelphia to Liverpool; the Red Star liners, from Philadelphia to Antwerp; the Hamburg-American liners, from Philadelphia to Hamburg; and those of the North German Lloyd, from Baltimore to Bremen, are among the most popular “one-cabin” boats—that is, boats carrying no first cabin passengers, but where the passenger is first class *on the boat*.

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On these the rate of passage is slightly more than half the minimum rate prevailing on the boats of the same lines sailing from New York. They are big, slow, steady freighters, and where the sea voyage and the intimate associations that it brings are to be considered by the traveler, he could not do better than book his passage on one of them. The Hamburg line, especially, is doing everything in its power to make its Philadelphia service more popular, and it has recently transferred from its New York service several heretofore "first cabin" ships to be used in its "one-cabin" Philadelphia service. With these boats the element of time is not considered. They take from ten days to two weeks to make the voyage. Gales and bad weather bother them not the slightest. If worse comes to worse, they head into it, no matter what the direction, and do not attempt to "buck it," as is demanded of the fast express steamers.

Four lines for British ports sail from Montreal in summer, and from Halifax and Portland in winter: the Allan Line, the Royal Line, the White Star-Dominion Line and the Canadian Pacific. This route is not only 300 miles shorter than from New York across, but fully one-third of the total distance—some 900

miles—is eaten up in the voyage down the St. Lawrence River and Bay. There are less than four days of open ocean sailing, the distance across from land to land being only about 1800 miles. The scenery along the St. Lawrence Valley is another item to the credit of the route. Both first and “one-cabin” ships ply on this Canadian service and a wide range of rates is available. It is a popular route, not only with the Canadians themselves, but with American residents from the West, the journey to Montreal being less expensive and a great deal shorter, of course, than to New York or other port on the Atlantic seaboard.

Condensing matters, the reader will find compiled on the following four pages a table showing the minimum rates of passage by the various lines.

TABLE SHOWING COSTS OF PASSAGE BY VARIOUS LINES	SAILING BETWEEN	MINIMUM RATES
LINE		
Allan	St. John, N. B., and Halifax to Liverpool (in winter)	\$ 72.50 and \$ 82.50
	Montreal and Quebec to Liverpool (in summer)	\$ 72.50 and \$ 82.50
	Boston and Glasgow (one-cabin steamer)	\$ 45.00 and \$ 47.50
	Portland and Glasgow (1st cabin)....	\$ 70.00
	Portland and Glasgow (one-cabin steamer)	\$ 47.50
	Philadelphia to Glasgow via St. Johns, N. F.	\$ 70.00
American	New York, Plymouth, Cherbourg and Southampton	\$ 95.00
	Philadelphia, Queenstown and Liverpool (one-cabin steamer)	\$ 47.50 and \$ 50.00
		\$ 55.00 and \$ 62.50
Anchor	New York and Glasgow	\$ 70.00 and \$ 75.00
Atlantic Transport...	New York and London (direct)	\$ 85.00
Austro-American	New York, Naples, Patras and Trieste.	\$ 70.00

Canadian Pacific.....St. John, N. B., and Liverpool (in winter)	\$ 85.00 and \$ 92.50
Montreal, Quebec and Liverpool (in summer) (1st cabin)	\$ 50.00
Between same ports (one-cabin steamers)	
Compania	
Transatlantica ....New York and Barcelona.....	\$ 80.00
Cunard .....New York and Liverpool via Fish-guard	\$ 105.00, \$127.50
Boston, Queenstown and Liverpool.....	\$ 85.00 and \$ 92.50
Montreal and London (one-cabin steamers)	\$ 45.00
New York, Mediterranean ports and Egypt	\$75.00, \$82.50, \$ 97.50 and \$100.00
Donaldson .....St. John, N. B., and Glasgow (one-cabin steamers)	\$ 47.50
Fabre .....New York and Mediterranean ports...	\$ 70.00
French .....New York and Havre.....	\$ 90.00, \$100.00
Between same ports (one-cabin steamers)	\$110.00 and \$117.00
.....New York and Hamburg..\$90.00, \$95.00	\$ 47.50
Philadelphia and Hamburg (one-cabin steamers)	\$ 57.50

New York and Mediterranean ports.....	\$ 90.00 and \$ 97.50
Holland America	New York and Rotterdam.....\$85.00, \$ 95.00 and \$107.50
Italia	New York, Genoa, Naples and Palermo \$70.00, \$ 80.00 and \$ 90.00
La Veloce	New York, Genoa, Naples and Palermo \$70.00, \$ 80.00 and \$ 90.00
Leyland	Boston and Liverpool (one-cabin steamers) \$ 50.00
Lloyd Italiano	New York, Naples and Genoa..\$ 65.00, \$ 70.00 and \$ 75.00
Lloyd Sabaudo	New York, Naples and Genoa..... \$ 70.00 and \$ 80.00
Navagazione	
Generale Italiana..	New York, Genoa, Naples and Palermo \$70.00, \$ 80.00 and \$ 90.00
North German Lloyd..	New York and Bremen....\$90.00, \$95.00, \$ 100.00, \$115.00 \$122.50 and \$125.00
Baltimore and Bremen (one-cabin steamers)	\$ 57.50
Galveston and Bremen (one-cabin steamers)	\$ 67.50
New York and Mediterranean ports.....	\$ 90.00, \$ 92.50 and \$100.00
Red Star	New York, Dover and Antwerp..... \$ 85.00 and \$ 97.50

Philadelphia and Antwerp (one-cabin steamers)	\$ 55.00
Royal Halifax and Bristol (in winter)	
Montreal and Quebec and Bristol (in summer)	\$ 85.00
Royal Mail New York and Southampton via West Indian ports and Colon.....	\$175.00
Russian American ... New York, Rotterdam and Libau (one-cabin steamers).....	\$52.00 to Rotterdam \$62.00 to Libau
Scandinavian	
American New York, Christiansand, Christiana and Copenhagen	\$ 77.50
White Star New York or Boston and Mediterranean ports	\$82.50, \$85.00, \$100.00 and \$115.00
New York and Liverpool or Cherbourg and Southampton.....	\$90.00, \$100.00, \$110.00 and \$130.00
White Star—	
Dominion Portland and Liverpool (in winter) Montreal and Quebec and Liverpool (in summer) (one-cabin steamers)	\$47.50, \$ 50.00 and \$ 55.00

What to Take and Wear

What to take and what to wear on a trip through Europe is a problem that will continue to puzzle the theorists for some time to come. One thing is certain: you will always take too much; you will always find that you might have done without this, that and the other, and that space is occupied by carrying it along which might have been used to better advantage. Lay out everything that you cannot possibly do without, and then take only half of it—this might serve as a pretty good axiom to go by.

On board ship the traveler, even in summer, will wish to wear something in the way of a suit which is reasonably heavy. Homespun cloth is perhaps the best for this purpose—it does not have to be kept as perfectly pressed to look well as serge, for example, for the salt sea air and dampness are death to creases. These homespun effects also make admirable suitings in which to travel about Europe. A coat sweater and a light-weight raincoat are almost indispensable for steamer use, as well as for traveling in the north of Europe, no matter what the time of year. Bedroom slippers and a bathrobe may be put to daily use by the

passenger to go to and come from the bathroom, although the light raincoat, which the passenger has been previously warned to carry, will serve admirably in lieu of the bathrobe. A steamer rug, of course, is a necessity. On many ships nowadays these may be rented for the voyage from the deck steward upon payment of one dollar, thus saving the traveler one item of baggage which is next to useless except for the steamer passage. If the traveler sits about much in his deck chair with his feet and lower limbs unprotected by a wrap he will rue the day that he did not procure a steamer rug by one means or another. The intending purchaser of one will do better to rent a rug for the passage across, buying one in London before the return. England is the home of articles of this sort, and they may be had cheaper there than in America.

The lounging suit should be changed before dinner to one of dark material.

The full dress suit is never necessary, unless on a diplomatic mission. If there should be dances on board, as is often the case in good weather, a dinner coat, or Tuxedo, is of course desirable, but it is by no means compulsory to wear one to dinner. I should say that possibly one-third of the first class passengers

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appear at dinner on shipboard in evening clothes; part of the remainder merely change to other and more presentable apparel; and some don't change at all. It is purely a matter of personal choice.

Negligée shirts of flannel, or other soft material, with soft, unstarched cuffs, are the best for travel, either by land or sea. If the traveler fails to take a cap that really "stays on" it will be missed sorely, and even a heavy overcoat, or ulster, may be taken along for wear on board ship. It will not be found too warm if the winds blow from the north, and it may be rolled in the same bundle with the steamer rugs at the end of the voyage to be left in storage with the steamship company until the return trip, or, if returning by another line, sent ahead to the port of embarkation to be stored by the company until the sailing date.

Rubber-soled shoes are not a necessity on shipboard, but to many who are accustomed to their heelless form a pair of these will be considered a desirable addition to the luggage.

For steamer wear, ladies should have an old suit for the deck, soft hat, veil, and heavy long coat and sweater, all of which may be packed up at the end of the voyage with the rugs. For wear on

the other side, a three-piece suit of rajah or mohair is the best, and, if going to northern climates, a woolen suit. Wash silk waists are preferable, and one or two fancy dark waists to match the suit should be taken; for street and afternoon wear, one or two foulard one-piece dresses; and a semi-evening gown of crêpe de chine—the crêpe and silks are easily packed, take up little room, and do not wrinkle. As to shoes, three pairs are amply sufficient: one pair of heavy waterproofs, one pair of low shoes, and a pair of pumps for evening. Doe skin or chamois gloves are good because they are readily washable. A dark, thin, silk kimono is a necessity. Toilet articles of celluloid are lighter than those of silver and less likely to be stolen. Silk, or Skinner satin petticoats save laundry bills. Last but not least, a sewing bag containing the small necessities may be packed along. Old underwear, if worn on the trip, may be thrown away at the end or when soiled, and replaced with new garments very cheaply and satisfactorily in Europe. This latter applies to men as well as to women.

The ideal way to travel through Europe is in company with a suit case, assisted, perhaps, by a small handbag in which to carry toilet articles and things

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likely to be needed upon a moment's notice. An additional ticket may be bought, almost, for what it costs to transport even a steamer trunk with you from one place to another.

Carrying Money

By far the simplest, safest and sanest method of carrying funds abroad is to make use of the "travelers' checks" issued by the American Express Company, the American Bankers' Association, Thomas Cook & Son, or any of the principal steamship lines. Where a long stay is to be made in one place, the letter of credit, perhaps, is better, and even a sight draft is easily negotiable upon the proper identification.

Travelers' checks are of \$10, \$20, \$50, \$100 and \$200 denominations, and the rate of purchase is one-half of one per cent.—in other words, \$100.50 will buy \$100 worth of checks. Bound together in a neat folding cover, they may be carried in the hip pocket by gentlemen, and secured to a button by means of a chain supplied for the purpose; by a lady, in a chamois bag around the waist or in a deep pocket in the underskirt. A small pamphlet giving the names of banks and correspondents, even in the most remote cities and towns throughout

the world, which cash these checks is supplied the purchaser; and in almost all of the hotels and larger stores abroad they are gladly accepted in payment of purchases made. If the traveler returns to America with one or a number of uncashed checks they may be deposited for their face values in bank, like bills of the same denominations, and he loses nothing.

The method of turning these checks into money abroad is easy; simply sign your name on the line designated, making sure that your signature as signed in the presence of the payer is identical with that with which you already signed the check in the office of the company from which it was purchased. They may be purchased abroad as well as in America. The equivalent of the American denomination of the check in the coinages of the different foreign countries is shown on its face, so there need be no fear of a swindle.

Before embarking it is best to buy, say, \$20 worth of the money of the country in which you expect to land to cover incidental expenses until you will have time to have one of your checks cashed. A limited amount may be procured from the purser, and, in case the procuring of it ashore was impracticable, it should be obtained from him several days before

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the termination of the voyage. There will doubtless be a run on his bank the landing day, and some will come away disappointed.

Passports

While passports are convenient documents to have along, they are absolutely necessary only when traveling through Russia, Turkey and the Balkan States, and then only after having been properly viséd by the Consul-General of the country in the American city in which the traveler lives. They *may* be viséd by the Russian, Turkish, Servian, or other Consul-General in London, or Berlin, or Paris, for example, upon the proper recommendation of the American Consul-General in that city, but it is much less trouble to have them viséd in America. As a means of prompt and absolute identification a passport is worth all the money expended for it.

The method of procedure to obtain a passport is as follows: Upon request, the Passport Division of the State Department in Washington will send to you an identification blank. After filling this in, signing it and swearing to the result before any notary public, mail this blank back to the State Department, Passport Division, together with one dollar, and

the passport, properly made out, will be forthcoming in a few days. A passport is valid for two years from the date of issue, and safeguards the foreign traveling of a man and his wife and minor children.

Mail

Before starting, decide upon certain addresses to which mail may be sent, and instruct relatives and friends accordingly. These addresses may be those of the correspondents of the banking house which supplied your travelers' checks or letter of credit, or of the steamship company's agents, or of the branches of one of the large tourist companies. If going and coming through London it might be best to have your mail sent there, giving explicit written instructions about forwarding while on your Continental trip to the agent of the company who handles it. If you do not expect to be in the same city twice, give addresses along the route sufficiently far ahead of your traveling schedule so that mail may be awaiting you. At each point, after you have inquired for mail, give instructions for forwarding—always in writing—so that letters received after you have left will reach you ultimately. It is hardly advisable to have mail, especially important

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mail, sent to hotels, unless you contemplate a prolonged stay in a certain place.

Purchasers of Thos. Cook & Son's hotel coupons, or buyers of railway tickets through them, may avail themselves of Cook's mail-forwarding service, than which there is no better. Suppose, for example, you land in Naples and travel up through Europe, sailing for home from Liverpool: have all mail, up until a certain date and giving sufficient time allowance for it to reach the place before you, sent to Cook's, for instance, in Venice. After that date, and up until a certain later one, have mail sent to Cook's office in Lucerne, then Paris, then Berlin, then London, and so on. When you reach Venice and receive your mail leave written instructions on a card especially printed for the purpose for them to forward all mail that may come for you after you have departed to their office in one of the cities on ahead at which you expect to stop—the last city visited before you sail for home is best. Repeat the performance at every point where you have ordered letters sent.

Cablegrams

Cablegrams may be opened and re-wired to any address, if a certain sum is left to prepay the charge, the remainder

to be refunded, or they may be mailed to your next known stopping place.

If there be the least possibility of your having to cable back to America it is advisable, before you start, to decide upon a code name and have it registered at both the Western Union and Postal Cable offices in the city in which the party lives to whom you may wish to cable. If this party lives, for instance, in Chicago, the code name of the party followed by the name of the city will be sufficient address. Suppose the word "wax" is chosen as the code name of the party to whom you wish to cable; then a cable addressed "Wax Chicago" will reach him. "Wax" may also be your code name abroad, to be registered with the firm which handles your mail. If your party in America wishes to cable you he will address it "Wax," to be followed by the code name of the firm, and the city. If you are in London and Cook handles your mail and if you have registered your code name with them, "Wax care Coupon (Cook's code name in London) London" will reach you, being either held until called for or forwarded, according to instructions. Be particular that both you and your friends or relatives in America use the same cable code. The International Mercantile Marine puts out a neat code book, grouping

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sentences about forwarding money, illness in the family, etc., under certain code words. Any one of the well-known commercial codes is of wonderfully wide scope.

Arranging for Steamer Baggage

If you return by the same line, or by one of the same combination of lines, from the same port in Europe that you landed, whatever baggage that you may have which is unnecessary to your comfort on your Continental trip, such as a roll of steamer rugs, may be stored with the steamship company at that port, free, gratis, for nothing, to be claimed by you when you come to embark for home. Mr. Cook also handles and stores baggage with care and impunity, and he will call for it, although not in person, and forward the same to any point, port or principality for a nominal charge, and even place it in your room in the hotel for you and unbuckle the straps. In the case of a trunk you will have to surrender the key to the forwarding agent for the benefit of the customs official of the country to which it is consigned. If you land at a Mediterranean port and wish to wander up through Europe and sail for home from a British or German port, steamer baggage may be given over to the care of the ship's baggage master before land-

ing, and he will follow instructions as to forwarding to the port, or even inland city, desired. Of course it will cost you some money, but then you will learn from experience that baggage is the bane of European or any other kind of travel.

Costs of Traveling

A trip to Europe consuming some few days more than five weeks can be made for considerably less than \$200, if the traveler will but cross on "one-cabin" boats, make use of the third class railway carriages on the British Isles—plenty comfortable enough and the class usually taken by the average American—and second class on all Continental railways, which tickets ordinarily permit of first cabin boat passage across the English Channel or the North Sea. An example of such a trip is as follows:

From Philadelphia to Liverpool ("one cabin" boat), eleven days in crossing.

1st day—Arrive in Liverpool.

2nd day—To Chester, Birmingham and Warwick.

3rd day—Coach to Leamington and on to Stratford-on-Avon.

4th day—To London.

5th, 6th, 7th and 8th days—In London.

9th day—To Paris via Newhaven and Dieppe.

10th, 11th, 12th and 13th days—In Paris.

14th day—To Brussels.

15th day—Brussels and Antwerp.

16th day—Embark from Antwerp, "one cabin" ship to Philadelphia, 12 days in crossing.

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Your passage over and back at the minimum rate will cost	\$ 95.00
You allow for tips on board	16.00
Your traveling and hotel expenses on the other side for the sixteen days will come to exactly	48.00
	<hr/>
Total	\$159.00

Trips Costing \$160-\$340

For \$173.50 (this can be run up to \$196, if you take the pick of the accommodations on a "one-cabin" boat) you can loaf eleven glorious days at sea, make a three weeks' tour of the cathedral towns of England, and loaf eleven days going home again, as follows:

Philadelphia to Liverpool ("one-cabin" boat), eleven days en voyage.

1st day—Arrive in Liverpool.

2nd day—To Chester, Birmingham and Warwick.

3rd day—Leamington, Stratford-on-Avon and Oxford.

4th day—To London.

5th, 6th and 7th days—In London.

8th day—To Colchester.

9th day—To Ipswich.

10th day—To Bury and Cambridge.

11th day—In Cambridge.

12th day—To Ely.

13th day—To Yarmouth.

14th day—To Norwich.

15th day—To Lynn and coach to Sandringham.

16th day—To March.

17th day—To Peterboro and return to March.

18th day—To Boston and Lincoln.

19th day—To Doncaster and Sheffield.

20th day—To Manchester.

21st day—To Liverpool and embark for Philadelphia ("one-cabin" boat).

Routes and Expenses 29

In this case, your steamer transportation (minimum rate) will cost.....	\$ 95.00
Tips on board will come to.....	16.00
Hotel and traveling expenses for three weeks in England.....	62.50
	<hr/>
Total	\$173.50

For \$73, which covers merely the expenses of transportation through Europe in this case, quite a comprehensive tour of its northern part may be made, as follows: "One-cabin" boat from Philadelphia to Liverpool; on to Harwich and across the North Sea to the Hook of Holland; to The Hague; to Amsterdam; to Berlin; to Cologne; up the Rhine to Mayence; to Frankfort; to Lucerne via Schaffhausen; to Interlaken; to Como and the Italian Lakes; back to Berne; to Paris; to Brussels; to London via Ostend and Dover; to Warwick and Stratford-on-Avon; to Liverpool and return to Philadelphia on a "one-cabin" steamer. By purchasing Cook's so-called "second class" hotel coupons—which hotels in many cases are just as satisfactory as those of the "first class"—the traveler may allow \$1.87 a day for room, breakfast and dinner. The cost of lunches need not exceed any coin equivalent to our quarter. A thirty days' trip would thus cost for hotel coupons \$56.10. This, plus \$95 for steamer passages at

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the minimum rate, plus a limit of \$16 for tips on board, plus the \$73 for railway transportation, plus \$7.50 for lunches, will total \$247.60—actual expenses for traveling. Tips abroad should not total more than \$10, the necessary expenses of the whole excursion of seven full weeks costing in round numbers \$260.

Transportation through southern Europe—always second class railway carriage on the Continent, third class in England, and first class on Channel boats—will cost \$89, the route lying as follows: Antwerp to Munich; to Venice; to Florence; to Rome; to Naples; to Genoa; to Monte Carlo; to Marseilles; to Bordeaux; to Paris; to London via Rouen, Dieppe and Newhaven; to Liverpool via Oxford, Birmingham and Chester. From Philadelphia to Antwerp on a “one-cabin” ship, and return from Liverpool on a boat of the same type, will cost, say \$110; tips on board, \$16; hotel accommodations and meals for thirty days, \$63.60 as before. These plus the \$89 for transportation through Europe will total \$278.60, being all necessary expenses, except the tips abroad and incidental expenditures and purchases.

For \$160, covering *all* necessary expenses for a month’s trip from the time you leave the American continent until

you return, you may proceed as follows: Leave Montreal on a "one-cabin" boat for Havre; proceed to Paris, having three days' sight-seeing about Paris and Versailles; to London, via Dieppe and Newhaven; spend three days in London; to Edinburgh; to Glasgow and return from there to Montreal.

An eight weeks' trip from Montreal to Liverpool, through central Europe and return to Montreal from Glasgow, inclusive of all necessary expenses, may be made for \$340. The route in this case would touch Liverpool, Chester, Stratford-on-Avon and Warwick, London, Harwich and the Hook of Holland, The Hague and Scheveningen, Amsterdam, Antwerp and Brussels, Cologne, Biebrich and Wiesbaden via the Rhine, Heidelberg, Lucerne via Basle, Interlaken via Meiringen and Brunig Pass, Gründelwald, Geneva via Lausanne and lake steamer, Paris with five days there, London via Dieppe and Newhaven, Melrose and the Abbeys, Edinburgh and Glasgow.

These examples show for how little a trip to and through Europe may be made. In the two that follow, suppose we procure more pretentious accommodations on a large first cabin ship and stop at hotels more frequented by the traveling American.

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Trips Costing \$490-535

A trip of this caliber, visiting Ireland, Scotland, England, Holland, Belgium and France may be made, inclusively, for \$490. It may be arranged as follows: \$100 berth on a ship sailing from New York and touching at Queenstown; then to Cork and Blarney Castle; by rail to Bantry and motor over to Parknasilla; one day there and by motor to Killarney; visiting the gap of Dunloe; by rail to Dublin and a day there; by rail and coach to Newcastle; rail to Belfast and Portrush; a day at Portrush and the Giant's Causeway; via Stranraer and Larne to Glasgow; by rail, steamer and coach through the Scottish Lakes and Trossachs to Stirling and Edinburgh; two days in Edinburgh; to Melrose, Abbotsford, Carlisle and Keswick; coach to Grasmere and Ambleside; steamer to Windemere; one day in Windemere and on the Lake; to Furness Abbey; to Chester and on to Warwick; from Warwick by coach to Stratford-on-Avon and back to Kenilworth Castle; to Oxford and London; two days in London and thence via Harwich and the Hook of Holland to The Hague; one day at The Hague and Scheveningen; to Amsterdam and the Island of Marken, Volendam and Edam;

to Antwerp and Brussels; a day in Brussels and then to Paris; two days in Paris; then to Boulogne and embark on steamer for New York (\$90 berth).

For \$535 exactly, including every expense except the tips on board the steamer and purchases abroad, perhaps the most pleasurable and most comprehensive two months' trip through Europe may be arranged. Below is an outline of the route and a summary of the points of interest along it:

Leave Boston on first class steamship (\$90 berth) for Naples, calling en voyage at Ponta Delgada in the Azores, Madeira, Gibraltar and Algiers, with time enough ashore to see the interesting things in each place. The four days allowed to Naples will enable one to visit Capri, Sorrento, Amalfi, Pompeii and Vesuvius, not mentioning the Museum and places of interest in Naples itself; two days in Rome; a day in Florence and on to Venice; two days in Venice and a day in Milan; to Lucerne via the St. Gothard Tunnel; two days in Lucerne, with an excursion up the Rigi; via Meiringen and Brienz to Interlaken; excursions from there to Lauterbrunnen, Gründelwald and the Jungfrau; to Heidelberg via Berne and Basle; a day in Heidelberg and on to Wiesbaden; a day in Wiesbaden

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and then down the Rhine from Biebrich to Cologne; to Amsterdam, with excursions to Marken, Volendam and Edam; to The Hague and Scheveningen; to Antwerp; to Brussels; to Paris; four days in Paris and the vicinity; to London via Boulogne and Folkestone; two days in London, sailing from there direct for New York.

II

ON BOARD

PLANNING is truly half the pleasure, but the day will come at last when that wonderful metaphorical bag of anticipation bursts with a vengeance and begins to scatter its good things along the route of your holiday trip abroad. The ship sails at noon.

Some time previously—let us hope it has been quite a while, months, even, because first come first served is the way the booking of passengers is handled by the steamship companies—the delightful essence of your prospective trip will have crystallized into a glorious reality simply by your mailing your check for \$25 to the steamship company as a bond of good faith that you really wish to avail yourself of the accommodations selected. Three weeks at least before the sailing date you will have paid the remainder. Prior to that time the company would have paid back your \$25 deposit on demand, if something had turned up unexpectedly that compelled you to remain in America. If the refund is asked for within the three weeks before sailing, you

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will be obliged to wait until your accommodations have been re-sold by the company; if this is not possible, your \$25 deposit is lost.

It is also well to have decided definitely when you will return from Europe and engage this passage also before you start. In the late summer and early fall there is always a great demand for return passage to America, and many people are compelled to remain on the other side longer than they had expected, simply because they are unable to procure the accommodations desired. Many companies allow a certain discount if the traveler returns by the same line.

The proper thing to do is to go on board an hour or more before the steamer is scheduled to leave the dock. It is wise to visit the ship on the day previous, if possible, and familiarize yourself with the location of the stateroom, baths, and so on. Stewards will be on duty to take you over the ship and you will have time to examine things a little more leisurely. By doing so you can go to your room next morning without being personally conducted.

Disposal of Baggage

Tags and labels for baggage may be procured from the steamship company at

the time the ticket is issued. These bear a large initial, according to the passenger's last name, and space in which to write your full name and number of stateroom, name of steamship and sailing date. Some are marked "For the Hold," and others, "Wanted." Paste one of the former on each end of every piece of baggage not wanted in the stateroom, and tie a tag marked "Wanted" on each piece of baggage that may be needed during the voyage. Baggage for the hold of the ship should be sent so as to reach the dock at least a day before sailing. It will be found there when you arrive, and when claimed, the baggage master of the line will see that it is placed on board. Stateroom baggage—steamer trunk, suit case, roll of rugs, etc.—should accompany the passenger to the dock the day of sailing, and stewards will immediately take charge of it and place it in the stateroom as marked on the tags.

Do not attempt to unpack baggage to any extent before the ship leaves the dock. If you do, it is best to lock the stateroom door when you go on deck, because the steamship company is not responsible. It warns the passengers to take every precaution while the ship is in port and while there are strangers and visitors of every class aboard. Stateroom doors should

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not be locked during the voyage while the occupant is on deck, but valuable jewelry or other articles should be relegated to the purser's care for safe keeping.

The Deck Chair

Upon your previous inspection of the boat you may have had the foresight to hunt up the deck steward, or his assistant, and, after payment of the usual dollar, have chosen the spot for your deck chair for the voyage. This should be, preferably, on the trip *to* Europe, on the starboard side—the right hand side of the ship, looking toward the bow. Most cold winds will come from the north, and by being on the starboard side going over and the port, or left, side coming back, you will be protected. The chair will remain in the same spot throughout the voyage, unless there are so few passengers that it may be moved about the deck at will without discommoding anyone. If the price of the deck chair was included in your payment for passage at the company's office, the deck steward merely wishes to have the receipt.

Bathing Arrangements

Then there is the bath steward. It seems to be an unwritten law at sea that every passenger, if physically able to do

so, should take a bath at least once a day. So the bath steward is a mighty important personage to interview. On the day before sailing his bath schedule will be undeveloped, and you may choose your own hour, fifteen or twenty minutes being allotted for each bath; the steward will come to your room and notify you each morning of the voyage when your bath is ready.

It will be well to keep in mind the fact that in traveling eastward each day will be shorter by from a half to three-quarters of an hour, due to the fact that you are meeting the sun earlier than it appears to New York, for instance. The difference in time between London and New York is four hours, which are officially disposed of at sea by turning ahead, on the eastward voyage, the hands of the clock in the main gangway—usually at about 10:30 each evening. On the return voyage they are turned back in the same way. In setting the hour for your bath, therefore, bear in mind the fact that in going east, if you make it eight o'clock and then retire without setting your own watch, you will find yourself called at about quarter past seven, which is rather early rising on shipboard. On the return voyage, therefore, it will be well to set the time a half to three-quarters of

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an hour earlier than your regular rising time, for the same reason.

There will be a sufficient number of bathrooms on board to accommodate everybody *sometime*, but if you wish the choice of bath hours, apply early; the earlier the better. If you wait until the last minute the bath steward's schedule will have been completed up until nine o'clock in the morning or later—which is almost too late to indulge before breakfast in one of the most beneficial phases of an ocean voyage. And what benefit or pleasure is there in a cold salt plunge after breakfast?

If unable to visit the ship the day before sailing, your deck chair and bath should be arranged for as soon as possible after going on board.

Mail

The purser will have all mail addressed to you in care of the ship, and he usually details one of his assistants to preside at the impromptu post-office in the saloon to answer inquiries of the passengers. Flowers and fruits sent to you to the ship are placed on one of the tables in the dining saloon, to be claimed by you, or are sent to your own stateroom. Letters written on board before the ship sails, or shortly thereafter, to relatives and friends, if

stamped and placed in the mail box to be found in the main gangway, will be taken off by the pilot when he leaves the ship and mailed promptly ashore. A card showing the hour of the pilot's departure will be displayed conspicuously near the mail box.

The Dining Saloon

After the excitement attendant upon the slow and laborious process of leaving the dock has subsided somewhat, it is best to go "below"—meaning "downstairs" on board of a ship—and arrange with the steward, usually the second, who has that department in charge, for your seat at table in the dining saloon. You will occupy the same seat throughout the voyage, so it is well to obtain a location that suits you. For those addicted to seasickness, the nearer the entrance the better. Most ships sail in the morning or at noon, and for the first meal on board—lunch, in this case—no seats in the saloon are allotted, the passengers seating themselves as they choose.

The captain's table in the dining saloon is the table of honor. The seats to his immediate right and left he usually disposes of personally, after a perusal of the sailing list, to intimates who may have crossed with him before, or personal

friends of himself or the company. The remainder are at the disposal of the steward who attends to the seating. At the captain's table it is proper and customary to follow his example of dress at meals. If he appears in full dress uniform at dinner, which he usually does, it is merely a mark of respect for the gentlemen at his table to appear in dinner coats, and the ladies in more or less full dress evening costume. Upon the evening of the day of leaving port it is not probable that the captain will be down to dinner, nor will he appear when there is fog or when making port.

And speaking of captains, there are captains and captains. Some court the society of their passengers, and some in their manners hint of being chronic dyspeptics. But the traveler must not ignore the fact that all are efficient and able navigators, else they would lose their licenses in no time. I know a captain in one of the British lines—a member of the Royal Naval Reserve and a young man still in his thirties, but a navigator, a seaman and a disciplinarian of the old school; more, he is a diplomat and brings trade to his company. At the beginning of every voyage the chief steward submits to him a chart showing the seating and the names of seat-holders in the dining

saloon. This he looks over carefully before ever making his appearance at table. Inside of a few meals he can name, if the occasion demands, every seat-holder in the saloon by merely looking about him, and can pass a personal time of day with everyone he meets on the decks. All of which naturally makes a passenger feel at home his first trip on the boat, and he will put himself out to return with the same captain.

I know another captain who would not come near the dining saloon if his life depended on it, and the voyage might be completed without many of the passengers surmising that he is on board at all. By saying "good morning" to anyone he would break faith with himself. Yet, with a favored few he proves himself most congenial and entertaining. He is the most bashful man in existence.

Just a word here to the wise is sufficient: Don't ask the officers *all* the questions you can think of. Nobody but the Lord above knows when the ship will dock, or how long the fog will last, or the answers to a thousand similar questions usually inflicted every voyage upon the captain and his men by unthinking passengers.

They tell a story of the master of the old Cunarder *Etruria* — than whom a

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better nor a gruffer seaman never breathed salt air.

Upon one voyage across there had been fog for about sixty hours straight running, during the whole of which time the captain had been on the bridge under constant strain without sleep or rest.

Among the passengers was an elderly lady who soon became an inveterate questioner. Concerning the fog her curiosity nearly consumed her. Unfortunately for the captain, her deck-chair was on the upper deck and right at the foot of the ladder that led to the navigating bridge.

Suddenly one morning the ship came out of the fog blanket, as though through a wall, into fine, clear weather—a common phenomenon. The captain immediately left the bridge for a much needed rest in his cabin, for the continuous duty of almost three days and nights, with no other stimulant than frequent cups of strong coffee, had told on his nerves.

“Captain,” greedily questioned the curious lady, as the “old man” stepped off the bridge ladder on his way to his room, “wasn’t the fog terrible? Do you always have it in this part of the ocean?”

Now, let me ask you, who under the blue canopy of Heaven, after having been on duty for sixty hours, could answer that question with any degree of courtesy?

Growled the captain: "How the — do I know, Madam? I don't *live* here."

Sometimes the bedroom or dining-room steward will wax most loquacious and offer all manner of information, no matter whether solicited or not. Let it go in one ear and out the other. It is surprising how little the average steamship steward these days knows about the sea.

For years I had a perverted idea that the Rock of Gibraltar was on the African side of the Straits. On my first voyage through the Straits, which happened to be westward, the bedroom steward overheard my mentioning the fact that I intended to behold this eighth wonder in the annals of wanderlust, no matter what the time of day or night we passed it. Later I discovered that we were due to pass through the Straits about daylight of a certain morning. At the appointed hour upon the said morning, when I was peacefully oblivious to everything, even pertaining to Gibraltar, the steward knocked on the stateroom door with a rising inflection and announced that we were about to pass the Rock.

My stateroom was on the starboard side and I might easily have looked through the port and beheld the "Gib" in all its glory. Slipping on my overcoat and slippers (one time in a thousand

aboard ship when an overcoat makes an elegant bathrobe), I hurried, nevertheless, to the port side of the deck. It was still dark, but I gazed with wonder upon the huge black face of the rock (it was the cliffs of Tangier) directly abeam, and, although the thing didn't exactly resemble a full-page insurance advertisement, I was none the less duly impressed. To make it doubly realistic, a number of table stewards standing by the rail assured me that it was the "Gib" we were all so worked up about. Suddenly my bedroom steward whispered into my ear that "Gibraltar might be seen to a better advantage from the starboard side of the ship, sir." Whereupon, the group of table stewards, every one of whom had certainly been through the Straits at least a dozen times, profited by the tip as well as myself.

On deck, later in the day, an acquaintance whose room was on the port side of the ship and who also had evidently pledged the memory of his old geography teacher to see Gibraltar at all costs, said that *his* steward had awakened *him*, but that he had remained comfortably in his bunk and seen the magnificent sight through the porthole.

Such is the fallacy of boyish impressions, not to mention dining saloon navigation.

Fees on Shipboard

The passenger is expected to appropriate a certain amount of his money to the payment of fees on board, and the extent of the sum is in direct ratio to the courtesies, which ought to be duties, he receives at the hands of the various stewards. Some of these steamship stewards draw in salary from the company that employs them as little as a shilling a week; some, I am told, receive nothing. The work of a steamship steward is of the hardest kind and he really deserves every cent that the passenger gives him; but because he deserves it from a passenger is no argument against his deserving a decent wage from the company. He is practically on duty continuously from the beginning to the end of the voyage, and while in port he has to clean the rooms and put things in shape for a new shipload of passengers.

For the benefit of the uninitiated, a brief schedule of the fees expected will not be out of place: A table steward expects \$2.50, or its equivalent in the coin of any realm, from each passenger whom he serves in the dining saloon. The steward who attends to your stateroom expects a like amount. For this he will bring fruit to your room every morning before breakfast, and do a hundred and one little serv-

ices of a like sort. Some travelers there be who give more, but this is neither clever nor necessary, and only holds the donor up to ridicule in the eye of the steward. The room steward also attends to the stateroom baggage and takes it ashore and places it under the proper initial for customs inspection. The bath steward expects one dollar from each regular bather. No baths; no dollar. A gentleman traveler, if he frequents the smoking room, may fee the steward who attends to that department one dollar, and that is a very liberal gratuity. A lady traveler, if on account of illness during the voyage she requires the attentions of the stewardess, will be expected to fee her in addition to the room steward—usually one dollar, unless the passenger be confined to her bed and the stewardess is obliged to serve meals in the stateroom. One dollar is a liberal allowance for the deck steward to reimburse him for taking care of your rugs and chair cushions at night and seeing to your comfort on the decks. If he serves your meals on deck, in case of illness, he expects more, in proportion to his services. He it is who, in case of necessity, will bring you the usual menu from which you may select and have served to you on the deck anything tempting that the card may suggest.

These are the necessary fees, and the amounts apply, for the most part, on "one cabin" ships as well as first; although two traveling together on the "one cabin" boats can reduce the fees slightly per person.

But there is a host of other servants on the first class boats who stand in your way conspicuously at the end of the voyage. The chief steward will often expect anything from a dollar up, according to his attentions and the size of your party. The second steward on most large ships is the "head waiter," and can order anything not on the menu to be cooked for you especially, if you do not mind feeing him in proportion to his attentions. If the ship carries a band, you are expected to subscribe—from a quarter to fifty cents is sufficient. On many ships the band draws no salary whatever. If there is a gymnasium on board and you ride the camel occasionally, you are expected to fee the instructor to the extent of from a quarter to fifty cents. If you play deck games, the deck sailor on some of the ships will anticipate a little something for his trouble of chalking out the deck for shuffleboard or deck golf, or obtaining for you the implements with which to play. If you read the ship's books, the library steward expects a quarter at least. On

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the smaller boats—the “one cabin” boats, for example—the aforementioned necessary fees will suffice, and even these hold only when the service has been satisfactory. Under no circumstances should the passenger pay his fees before the termination of the voyage.

Service

To have laundry done on board is not often possible, except in the case of a long cruise, and then it is neither cheap nor of the best workmanship. I have paid as high as six cents per handkerchief. If absolutely necessary, however, the bedroom steward will attend to it. On some ships passengers' shoes will be cleaned during the night if left outside the stateroom door upon retiring, but neither is this service often necessary. To indulge daily in having your shoes cleaned will prompt “Boots”—the nom de shine the English give him—to solicit a fifty-cent fee. The services of the ship's doctor are free to those suffering from seasickness. If the passenger is suffering from an ailment contracted before boarding the steamer, the doctor will attend the case at a rate which he himself determines, usually the rate paid for such services ashore. The doctor is responsible for the state of health of the first and second class

passengers, and his certificate is accepted by the port authorities so that these passengers may land without medical examination as soon as the ship docks, unless dangerous contagious diseases are discovered aboard during the voyage. Smoking is permitted on board of a ship on any of the decks and, of course, in the smoking room; never in the gangways nor staterooms.

Wines, beer and mineral waters may be had by signing a card, the aggregate bills being presented at the end of the voyage. Cigars and cigarettes may be obtained from the smoking room steward, and at very reasonable prices, for he does not carry them ashore and he has no duty to pay. Most steamship companies order their cigars wholesale direct from the manufacturer. The smoking room steward will also have a cribbage board or two, chessmen and board, etc., which may be borrowed from him by the passengers.

Deck Sports

There is a variety of deck games and sports on board of a ship in which the passenger may indulge as often as he sees fit. Perhaps the most popular is shuffleboard, the playing of which is not intricate enough to demand an explanation. Often there is held a shuffleboard tourna-

ment. There is also deck golf, a rather crude imitation of the original, owing to the limited deck space; deck tennis, swing bars, and quoits. On many of the liners where the plan of the ship has provided liberal deck space, there usually takes place a sort of an athletic carnival, or "Field Day," near the end of the voyage. The small entrance fees to the various events are devoted to the purchase of prizes from the ship's barber, who has a regular curiosity shop, selling a variety of articles from a soft traveling cap to a Teddy bear. "Field Day" permits the promulgation of all known varieties of mild athletic contests, from threading the needle to the tug-of-war.

Social Entertainments

Aboard some of the larger boats a certain protected portion of the deck is screened off with weather cloths, decorated with the ship's code flags and the enclosed portion of deck powdered with a preparation of wax. Here dances are held in the evenings when the weather is fine.

Most British ships terminate the social phases of the voyage with what is called the "concert," consisting of an evening of prearranged full dress entertainment in the saloon. Anyone among the passengers who is endowed, or nearly so, with

even a molecule of talent, is supposed to contribute voluntarily to the success of the evening. On some of the smaller and slower boats—notably those sailing from or to Philadelphia—half the passenger lists include the names of many well-known professional people not above the desire to help out at the “concert” to the best of their several abilities. To this momentous event a small admission is ordinarily charged, and printed programs sold, the proceeds from which are added to the maintenance fund for disabled British and American sailors, their widows and orphans.

On German boats, principally, the culminating social event takes the form of the captain’s dinner, usually upon the last evening before making port. For this reason alone the function is not very aptly named, inasmuch as the supposed host, swamped with the responsibilities of the hour, does not often appear. However, this puts no curb to the gayety of the occasion. All hands are expected to look their sweetest, and the table decorations and extent of the menu fall nothing short of a banquet.

Other Amusements

Posted in the smoking room may be found one or more pools on the day’s run,

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which terminates at noon. Each of these pools may require the same or a different entrance fee. There are ten entrants to each pool, each entrant choosing a number from 0 to 9 not already selected. He pays his fee—the lowest is usually a dollar—to the smoking room steward, who places his name opposite the number chosen on the list. The last figure of the day's run as officially posted determines who wins the pool. For example: A man writes his name opposite number 7 on the pool list. If the official number of miles in the day's run ends with a 7, such as 417, he wins the pool, consisting of \$10, including his own entrance fee, if that fee has been one dollar. Out of this the smoking room steward expects a small gratuity, and the remainder sometimes goes to provide refreshments for the nine losers. There may be two or three separate pools posted for each day's run, and a person may enter both or all, using the same or different numbers, upon payment of the required fees. Often the last day's pool on the luxurious liners demands a \$10 or even a \$25 entrance fee.

To indulge with any freedom in the auction pools comes a little higher. The method of procedure is as follows:

Suppose the lowest day's run that the ship ever made on any voyage was 360

miles, and that the highest day's run was 420. Her average run, therefore, will be somewhere between 380 and 400 miles. Twenty men will be inveigled, of their own volition, of course, to deposit \$1, \$5, \$10, or whatever entrance fee happens to have been determined upon. This deposit is merely for the privilege of drawing one of the twenty slips of paper, each labeled with a number from 380 to 400. After all are drawn, each number is auctioned off to the highest bidder. For instance, if a person draws the number 392, he may or may not have to bid for it to retain it, according to whether or not anyone else considers that this number has a better chance of coinciding with the number of miles run. If he bids high enough he retains it and pays the price of his bid in addition to his entrance deposit. After the numbers have been auctioned separately, the total numbers between 400 and 420, the "high field," are auctioned off to the highest bidder, and the total numbers between 380 and 360, the "low field," are disposed of in the same manner. Thus, the same person may bid in the "high" and the "low fields" in addition to several numbers. It may cost him some money, but it is entirely permissible—even encouraged. The person who has bid in the number which co-

incides with the official number of miles in the day's run, as posted at noon, wins. If the pool has commenced at 380, as in the above example, and if the day's run has been a number of miles below 380, the pool goes to the man who bid in the "low field." If, under the same "conditions precedent," as they say in play writing, the posted run is a number of miles above 400, the pool goes to him who bid in the "high field."

Auction pools are expensive divertissements.

III

ARRIVAL IN EUROPE

Passing the Customs

COMPARED with New York, the matter of passing the customs inspector in any port or frontier station of the Old World is a veritable sinecure. The advantages (which there certainly are) and disadvantages (which there have been proven to be) of our tariff system are moot questions and not for discussion in these pages. Be this as it may; if the customs examinations at the ports of entry or frontiers of the several countries of Europe were as rigorous and exacting as our own, many Americans, after having experienced about six of such, would think twice before making a second tour through Europe with a greater number of encumbrances than a *camisa de noche* and whatever the Spanish is for a hair comb.

In most countries on the other side merely a perfunctory examination of the traveler's baggage is made, especially that of an American traveler, who is generally assumed to be bent upon sight-seeing and not smuggling.

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Travelers' personal effects are allowed to enter all countries duty free. Tobacco, spirits, wine or matches, beyond the ordinary amounts to be used on a journey, are dutiable in most European countries. Patent medicines are subject to duty in France; in Germany they are on the free list, except pills in suspiciously large quantities. Germany also taboos perfumery and matches in any quantity, and growing plants; but since no one craves the companionship of a potted geranium on a trip through Europe, this latter warning may be ignored. In Portugal but one bottle of patent medicine passes free of duty, while in England the American reprint of a book copyrighted in England is liable to confiscation. Military rifles are not permitted to pass into any country, and for sporting guns a duty according to weight must be paid in Germany, Belgium and Portugal. In order to take a rifle or shotgun through Spain a permit from the Civil Governor of each District must first be obtained.

No traveler, however, need have any fear of being compelled to pay duty in any European country upon such impedimenta as are pertinent to the journey.

The most expedient method of passing any customs inspection, in Europe as

well as America, is to see first that *all* your baggage has been placed together on the dock or in the frontier station. Unlock the trunks so that the lids may be raised easily upon a moment's notice. Open wide the hand luggage so that the inspector may assume at a glance that you are not a smuggler. In most ports it is wise to button-hole an idle inspector yourself and lead him to your baggage the minute it has been brought ashore, or tell the porter to do this for you. If you have nothing dutiable and reply to that effect when questioned by the inspector it is doubtful if he will wish to disturb your packing in the slightest. He may go as far as to lift the lid of one trunk; he may not even look at your hand luggage. If you have dutiable articles, say so, and show them to the official. This expedites the examination considerably, and the inspector may possibly be more lenient.

I once entered England through the port of Queensboro with two boxes containing fifty Dutch cigars each—one box of fifty being the legal limit. The seals on these were broken. My reply to the inspector when he asked me if I had any dutiable articles was, yes, a hundred Dutch cigars for my own enjoyment and consumption and that I expected to take

whatever were unconsumed, if any, on board the steamer when I set sail again for America. He said he would have to see them, and I showed them, having placed them conveniently on top of the packing. He asked me if my wife wasn't traveling with me, and I said she was. Then he asked me if one of these boxes of cigars wasn't hers, and I grasped the kindly hint and said it was, of course, certainly—all the while trying to imagine any inspector mean enough to ask me to have her give a demonstration to prove it. But I paid no duty.

At the frontier stations on the Continent the heavy baggage will be taken out of the car and into the customs house at the depot, the train waiting a sufficient time for the passengers to have their baggage inspected and put back aboard the car. On the express trains hand baggage need not be taken out. It will be examined in the cars. Have it off the racks and opened, and the inspector may merely touch his cap to you.

Anyone who is willing to allow a perfectly respectable looking suit case or expensive handbag to be plastered up with hotel advertisements—I suppose I am too commercial—should never be arbitrary concerning a customs inspector's chalk mark. Once I came in contact with such

a person in the examination room at Folkestone. Judging by her grips she was a peripatetic catalogue of all the hotels in Europe. In her hand she carried a new shawl strap containing a thin steamer rug. This, together with her other baggage, the inspector marked with chalk to signify its having passed his examination. With quite some temper and very little discretion the lady rubbed the chalk mark off. With just as much temper and as little discretion the inspector snatched the shawl strap and marked it a second time. The second chalk mark was rubbed off even more violently. The lady started through the door, but the doorkeeper, seeing that she carried a parcel which bore no chalk mark and which, for this reason, had obviously not been passed by the inspector, refused to let her through. I had a train to catch and did not wait to see the outcome, but if she has arrived wherever she was going she must have suffered her shawl strap to submit to the chalk mark.

Baggage Arrangements

Passengers' heavy baggage, up to the usual limit of free allowance on British railways, may be registered from the landing stage at the port of entry to any address in London upon payment of six-

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pence (twelve cents) for each piece. The address to which it is to be delivered must be marked plainly upon it. The owner receives a receipt. This system of registration—a distant relative of our method of checking baggage—relieves the traveler of transferring it from one station to another or across the city. It will be shipped on the same train, where practicable, as that taken by its owner. The registration of baggage from England to any continental city saves the passenger all trouble and expense of paying harbor dues and conveying it between train and boat, or vice versa; it also secures an allowance of fifty-six pounds free of charge on the railways, and also the privilege of paying before departure the charge for excess, if any, according to the fixed through rate. The charge for this continental registration varies from fourpence (eight cents) per package to a shilling (twenty-four cents) per passenger, according to the cross-Channel route.

The baggage checking system on British railroads is pathetic—because there is none. If a traveler chooses to look after his own trunk on the run “up” to London—which is “down” from Liverpool—he must give it into the care of a porter and see that it is properly labeled with the

name of the station in London (Paddington, Euston, or other terminus) and placed in the baggage car, or "luggage van," as they say in England. The passenger receives no check or the least assurance that it will reach the end of the journey simultaneously with the owner, or even at all. At the end of the trip, instead of being wheeled into the baggage room, it is dumped upon the passenger platform to be sorted out and claimed by its owner. The baggage men have no way of knowing that this or that or any other trunk belongs to you. The registration system obtains generally on the Continent; but it is far better to leave all heavy baggage in storage at the base of operations and do your real traveling with suit cases and hand baggage.

Baggage Regulations

There is no free allowance of baggage made by the German railway administration, with the exception of certain parts of North Germany, which control the fifteen "luggage zones" into which the country is divided. The charges for its transportation, however, are reduced according to the number of railway tickets issued. No definite rates are obtainable; they are no more proportionately than those of other countries, and the traveler

will have to take the baggage man's word for them.

Transportation Charges

Neither is there a free allowance made on the Dutch, Belgium nor Italian railways; on the other hand, passengers holding ordinary through tickets to Austria, Belgium, France, Holland, Hungary, Russia, Spain and Switzerland are allowed 56 pounds of free baggage per ticket if it is registered. Throughout England, Ireland and Scotland 120 pounds of baggage may be transported free on an ordinary first class railway ticket, 100 pounds on a second class ticket, and as much on a third, if the porter who handles it be surreptitiously slipped a small fee. In France 66 pounds are taken free; the charges in excess of this are based upon one *centime* per 20 kilograms per kilometer, or, in plain English, approximately three-eighths of a cent per 44 pounds per mile—one kilogram equaling about two and one-fifth pounds, and one kilometer, nearly five-eighths of a mile.

In Belgium no free baggage, except that carried in the hand to the extent of 55 pounds, is allowed. The rate for its transportation is about one and one-half *centimes* per 25 kilograms per kilometer,

which is about three-fifths of a cent for 56 pounds a mile.

Holland likewise puts the ban on free baggage, the rates varying on the basis of 22 pounds from two cents (5 Dutch cents) for twelve and one-half miles (20 kilometers) to 20 cents (45 Dutch cents) for 250 miles (400 kilometers).

Austria also reckons its baggage rates, for amounts above 66 pounds, upon the basis of 22 pounds, and this amount costs about one-twelfth of one American cent for five-eighths of a mile. In Switzerland the rate is one-tenth of a cent for the same amount for a like distance.

Italy allows no free baggage. The rates of transportation are involved and complicated, a minute table of which will be found on the page before the time-tables of the Italian railways in Bradshaw's Continental Railway Guide—an inexpensive book procurable abroad which no independent traveler should be without. Throughout Spain and Portugal sixty-six pounds is the usual free allowance.

Shipping Baggage

The baggage master on board the steamer will contract to ship your baggage in advance between ports served by the line. Thus, if you land in Genoa and

wish your trunk to be sent to England to await your arrival after traveling leisurely up through Europe, the baggage master on board the ship will take charge of it, sending it by a boat of the same line or combination of lines—most likely one touching Genoa on the return voyage from the Far East—to the British port of call—Plymouth or Southampton, as the case may be. Here it will be stored until you notify the steamship agent to which city you wish it sent. The charge for this service varies according to the weight of the trunk—\$2.00 being an average estimate, but not including express charges from the British port to London or other city.

Baggage in advance is also handled by the several tourist companies and by the English firms of Pickford, Carter Patterson, The London Package Delivery Co., and the American Express, representatives of each being found in almost every depot abroad. Through any of these baggage may be called for at a hotel in any city and forwarded to any hotel in any other city, or held in storage for you. It may be shipped by ordinary freight or express *vitesse*. By ordinary freight it will take a trunk a month or more to climb through Europe from a Mediterranean port to England, but it will be only half as ex-

pensive as express *vitesse*. The charge for this latter service will be about one-half of a second class passenger fare for one small trunk.

In all cases when baggage is shipped in advance, trunk keys are demanded by the forwarding agents so that it may be examined by the customs inspector of the country to which it is consigned. Additional expense may be incurred by insuring the baggage against fire, shipwreck, etc.

Railway Information

At every railway and steamship terminal throughout Europe uniformed interpreters are on duty, some employed by the line itself and some by the tourist companies, who are perfectly capable of giving authentic information as to the leaving time of trains, baggage, hotels, points of interest, and so on. Included in a galaxy of languages, these interpreters invariably speak English, and they expect a small fee from the party accommodated. The "runners" of all the principal hotels, sent to meet trains and who solicit business, also speak English more or less fluently.

Porters, Cabs and Tips

Uniformed porters meet trains through-

out the whole of Europe and will carry passengers' baggage to or from the train and the cab. To secure the services of a porter on entering a station is no trick whatever; as the train moves in simply lower the window sash of the compartment and beckon to one as he stands in line on the platform. He will follow your compartment until the train comes to a stop, will hop in, and, after unloading the baggage from the racks overhead, will slip his carrying strap through the different handles, and walk off. For this service he should always receive a fee amounting to not more than the local equivalent of five American cents for each piece. In England this will be about three-pence; in Germany 20 *pfennigen*; in France 25 *centimes*; in Italy 25 *centesimi*, and so on. The duties of the porter include calling a cab for his patrons. Usually the money taken in by the porters is handed to a collector, who makes his rounds several times a day and divides the amount equally among them.

Cabs of all kinds and many vintages will be found at all railway stations and steamship docks. The horse-drawn and motor taxicabs are now generally in evidence. Their introduction has been a boon to the traveling American, who in years past was compelled to waste valu-

able time in dickering and bargaining, only to feel after all his trouble that he had been fleeced. The taxicabs—whose meters are regularly inspected by the municipal authorities almost everywhere—preclude all this. One or two European countries have yet to see them put into operation—Holland, for example, where the cab rates are high and where the drivers often connive with the hotel porters to squeeze the top prices from patrons. Taxicab rates abroad, however, are low. In London the cabs not equipped with taximeters contain a card showing the rates for certain distances.

Purchasing Railroad Tickets

Local railway tickets between one town and another, single fares and return, are best procured at the ticket windows at the railway stations precisely as we do in America. Through tickets or tickets covering a whole tour are most advantageously purchased from one of the reliable tourist companies or from the railroad of whose special rate tour you avail yourself. The tickets will be offered at the lowest rates and the purchaser may seek the advice of an experienced man as to routes, and so on. If you have decided upon your route before sailing, tickets covering it *in toto* may be pur-

chased from the steamship company or from the agent of one of the large tourist concerns in this country. If landing in England it is best to buy the steamship ticket through to London, thus taking advantage of the reduced railway rate from the port offered by the steamship company.

Time-tables

Every British railroad from London to any of the Channel ports issues reliable books of time-tables of through trains to the Continent and between the principal cities. These are usually sold for a small amount and not given away as they are in America. But perhaps the most comprehensive books of both local and long distance time-tables, containing diligence routes, advice as to hotels and a wealth of other information for the traveler, are the paper-bound books known as "Bradshaws." One of these, the "British Bradshaw," deals with British railways, steamship sailings and everything of information to the traveler pertaining to the British Isles. It may be bought at any railway terminal or tourist office for a sixpence. The "Continental Bradshaw" is larger and more expensive. It costs fifty cents, and a better edition, more securely bound and containing maps

of the various countries, costs three shillings (about seventy-five cents). The "Bradshaws" are issued monthly and they are authentic and up to date in the matters of time-tables and rates. It is quite the most important article in every "first aid to the traveler" kit. Of course, being a British publication, it is printed in English. There are reliable French, German and Dutch time-tables, too, but these are printed in the language of the country of whose railways they treat, and are not of the wide scope of the "Bradshaw;" but they are more specific as to the different methods of conveyance and may be used to advantage in a country through which a particularly thorough tour is being made.

In Belgium, Spain and Italy, railway time is reckoned from one o'clock (which is one A. M.) to 24 o'clock (which is 12 o'clock midnight). This is at first a little confusing to the American, but if he will remember that the numeral 12 must be subtracted from any hour greater than 12 in order to ascertain the P. M. hour, he will soon become accustomed to it.

Economical Ways to Travel

With regard to economical ways to travel it must be remembered that, dis-

tance for distance, boat travel is always cheaper than on the railways. If you would save money in travel—not exactly *save* it, but spend less—patronize the smaller hotels which cater to the native element. It may be a difficult matter for some of us to refrain from bragging about being Yankees (the common name abroad for all Americans), but the moment we do we will be charged accordingly. Certain hotels in Paris and London are no cheaper than the most fashionable hotels in New York. The reason is that their patrons are mainly Americans used to paying exorbitant prices for everything. And it is not an uncommon occurrence that the European gets a lower rate at these same hotels.

Circular Tour Tickets.

The number of independent circular tours that may be made through Europe is legion. Possibly those of the widest scope tap the countries included in the so-called Rundreise Union. The word *rundreise* really means a circular tour or “round trip,” but the Rundreise ticket is issued between any points within the Union, providing a certain distance is traveled. The traveler may go as far as he likes—clear to Constantinople, if he wishes—and double back by the same or

a different route within the time limit and so long as he doesn't wish to carry other than hand baggage.

A Rundreise tour of Holland or Belgium, providing it covers at least 249 miles (400 kilometers) in length, may be commenced at Flushing and ended at the Hook of Holland or Rotterdam or Amsterdam or Ostend or Antwerp, or it may be commenced at any of these points and ended at the starting point or any other. In the case of a tour confined to Belgium, the only condition is that the journey must include a complete circuit of not less than 155 miles (250 kilometers). Throughout the Rundreise Union these tickets may be issued for a straight return or a circular journey if a minimum distance of 373 miles (600 kilometers) is covered when the validity of the tickets is 60 days; 1,865 miles (3,000 kilometers) when the validity is 90 days; and 3,107 miles (5,000 kilometers) when the validity is four months. Providing a distance of 373 miles is covered, Rundreise tickets may be issued over any route for a wholly German tour, either straight, return or circular, but in this case the journey must end at the starting point.

The holder of a Rundreise may stop off where and as often as he will, and by its use he will save twenty to thirty per

cent. of the single fares covering the same route. The countries included in this Union are France, Belgium, Holland, Germany, Austro-Hungary, Switzerland, part of Italy, all of Scandinavia, the Balkan States and Turkey. The tickets are valid for any and all seasons, the only conditions being those of traveling the required distance within the time limit and with no allowance of free baggage.

During the summer months the varieties of Continental circular tickets offered by the English railroads and the various tourist agencies are too numerous to mention in detail. The rates of these are considerably cheaper than single fares.

Season Tickets

Several Continental countries issue what are called season tickets, valid for from five to forty-five days and good over all the railway lines in that country at any and all times within the time limit. For example, a person may travel over the whole Belgian railway system (2,890 miles) for five days and nights continuously for the sum of \$2.35 (11.75 francs) third class; \$4.10 (20.50 francs) second class; or \$6.15 (30.75 francs) first class. Tickets good for fifteen days may be had at double the above prices. An unmounted photograph of the holder, meas-

uring an inch and a half square, must be supplied to be affixed to the ticket, and a deposit of a dollar is also required, which will be refunded at any Belgian railway station if the ticket be given up not later than twelve o'clock noon on the day following the last date for which the ticket is valid. These tickets are obtained on short notice in England from the agencies of Dean and Dawson, John Frame, the Belgian Mail Packet Company, or the London and Northwestern Railway. Seventeen-day excursion tickets between London and Ostend are issued in connection with the Belgian season tickets for about \$10, \$7.50, or \$5, first, second or third class respectively. Additional rules and regulations for the holders of these tickets will be supplied by the agents.

Tourist season tickets, available over most of the Swiss railways (mountain lines not included) are issued for periods of 15, 30 or 45 days at the rates of \$17, first class; \$12, second class; \$9, third class for the 15-day tickets—\$25, first class; \$18, second class; \$13, third class for the 30-day tickets—\$33, first class; \$23, second class; \$17, third class for the 45-day tickets. An unmounted photograph of the purchaser is also required in Switzerland. So, in this country where the promotion of touring is one of the princi-

pal industries of the people, it is possible for a person to travel for a year at a cost of forty cents a day, first class. In London these season tickets may be procured from the general agency of the Swiss Federal Railways. Season books on the Swiss Lake boats are issued at low rates.

Distance Tickets.

Distance railway tickets (akin to our mileage books) are issued by the Spanish railroad companies for travel over a distance of from 1,243 miles (2,000 kilometers) to 7,458 miles (12,000 kilometers). The charges for these are from about \$30 (165 *pesetas*) first class, and \$22 (121 *pesetas*) second class, for the shortest distance, to \$158 (792 *pesetas*) first class, and \$120 (607 *pesetas*), second class, for the longest distance. They are valid for from three months to a year.

Special Tickets

In France, travelers may purchase a permit, good over the seven divisions of French railways for three months for \$19, which allows the holder to buy second or third class railway tickets at one half the regular rates. "Sectional tickets," or tickets good over each of the seven sections of the French Railway system, are also sold at greatly reduced rates, allowing of continuous travel for fifteen or

thirty days over a certain section, somewhat as in Belgium. In addition, the traveler is given as much as 185 miles of free transportation in order that he may reach the frontier, I might say, of the section over which his ticket is valid.

In Holland six or eight persons traveling together, first or second class respectively, may purchase tickets for one half the regular fare of a single journey, or for the round trip, at the rate of single fares. Another special rate ticket in Holland for eighty Dutch cents, first class, or sixty cents second class, allows the purchaser to travel from Amsterdam, The Hague, Rotterdam, Utrecht or Gouda to any one of twenty different towns without stopover; while in summer cheap tickets are sold over certain routes, valid for but one day without stopover. Thus a person may travel from one station on a line to any other station on the same line, distance not considered, for four *gulden* (\$1.60), first class, or three *gulden* (\$1.20), second. There are also thirty-day tickets good over all the Dutch railway lines proportionately cheaply.

Kilometer books for sale at one third of the regular single ticket rates are good throughout the German Empire; and the Baden State Railways issue a 1,000-kilometer book, good for one year, for

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sixty marks (\$15), first class; and forty marks (\$10), second.

In Italy there are division tickets as in France; the thirty-day ticket, good for continuous travel over all lines within the stated time, sells for 300 *lire* (\$60) first class, or 210 *lire* (\$42) second. The sixty-day ticket costs 475 *lire* (\$95) first class, and 330 *lire* (\$66) second class. Fifteen and thirty-day tickets, good throughout Sicily, are offered at equally low rates; \$15 or \$11, first or second class for a fifteen-day ticket; \$20 or \$16 for a thirty-day ticket.

What Class to Travel

The general formula for European railway and steamship travel is to go third class in Scotland, England and Wales. Ireland's third class is not up to the standard of that of the others. Throughout the Continent, except in Spain, the second class carriages are very comfortable. On steamships and all river and lake boats it is better to go first class, which is even cheaper than second on railways, and more than likely the through ticket will permit of this.

Avoid traveling on Sundays and holidays if possible, and especially for long distances, unless first class. Should the second class compartments be crowded,

as they usually are on Sundays and holidays, a small gratuity offered to the guard will enable him to see his way clear to slip you into a first class compartment, and no questions asked. Unless in a hurry, it is unwise to travel at night. By so doing, not only is the intervening country lost to the sight-seer, but the "sittings up" are not conducive to a comfortable night's rest.

To use the sleeping cars in Europe is expensive business. In the first place, the traveler must purchase a first class fare; in the second, he must pay a rather exorbitant supplement for the use of a berth. In addition to these, if he travels by the "trains *de luxe*,"—often the only ones between certain points that carry sleeping cars—he must pay another supplement for this privilege. For example, the distance from Paris to Marseilles is 536 miles. A sleeping berth in the "train *de luxe*" between these points will cost \$13.60, or about two and one-half cents a mile—approximately, five times as much as the American rate. This is in addition to a first class fare, which, in this case, would be \$19.30, or nearly four cents a mile. A sleeping berth on the night express between Paris and Marseilles costs \$10, or about one and three-quarters cents a mile.

TABLE OF RATES AND DISTANCES IN EUROPE

(The distances given in miles are the shortest routes between the points mentioned. The rates as given are approximately correct. Transcribing into American dollars and cents from the monetary systems of the different countries, it has been assumed that one pound, British money, equals \$4.87; one shilling equals twenty-four cents; and a penny equals two cents. A French, Belgian or Swiss franc is assumed to equal twenty cents; an Italian *lira*, twenty cents, and a German mark a quarter. The actual German rates, therefore, will be slightly lower because a mark, while the value in American money fluctuates, averages but a little less than twenty-four cents.)

<i>From</i>	<i>To</i>	<i>Shortest distance</i>	<i>via</i>	<i>1st Class</i>	<i>2d Class</i>
London	Amsterdam	.....258 miles	Hook of Holland.....	\$ 9.05	\$ 6.23
	Antwerp	.....209	Harwich	6.35	3.66
	Baden Baden	.....542	Ostend	19.01	13.02
	Basle	.....562	Boulogne, Laon	22.58	15.31
	Bayreuth	.....698	Ostend	23.98	15.58
	Berlin	.....616	Hook of Holland.....	20.85	14.03
	Berne	.....590	Dieppe, Paris	21.80	15.33
	Biarritz	.....742	Dieppe, Paris	27.11	18.85
	Bologna	.....940	Dieppe, Basle	34.69	24.18

<i>From</i>	<i>To</i>	<i>Shortest distance</i>	<i>via</i>	<i>1st Class</i>	<i>2d Class</i>
London	Bordeaux	609	Dieppe, Paris.....	22.55	15.80
	Boulogne	101	Folkestone	6.59	4.62
	Bremen	437	Hook of Holland.....	15.75	10.88
	Brindisi	1411	Dieppe, Paris.....	40.08	27.35
	Brussels	225	Ostend	9.48	6.92
	Cannes	905	Dieppe, Paris.....	32.72	22.64
	Carlsbad	804	Hook of Holland.....	27.01	17.15
	Chamonix	704	Dieppe, Paris.....	25.71	17.69
	Cherbourg	178	Southampton	6.35	5.07
	Coblentz	414	Hook of Holland.....	15.29	10.32
	Cologne	335	Flushing	13.20	8.91
	Constantinople	2202	Paris (Orient Exp.)..	91.66	
	Copenhagen	782	Hook of Holland.....	24.81	17.45
	Dieppe	121	Newhaven	6.93	4.87
	Dresden	704	Hook of Holland.....	23.41	15.44
	Düsseldorf	338	Flushing	12.66	8.55
	Florence	982	Dieppe, Paris.....	34.61	23.98
	Flushing	170	Queenboro	7.37	4.52
	Frankfort-am-Main	488	Hook of Holland.....	17.61	11.72
	Geneva	637	Dieppe, Paris.....	22.17	15.58

<i>From</i>	<i>To</i>	<i>Shortest distance</i>	<i>via</i>	<i>1st Class</i>	<i>2d Class</i>
London	Genoa	836	Dieppe, Lausanne	31.05	21.66
	The Hague.....	197	Hook of Holland.....	8.02	5.47
	Hamburg	518	Hook of Holland.....	17.91	12.24
	Hanover	461	Hook of Holland.....	15.91	10.98
	Heidelberg	530	Hook of Holland.....	18.71	12.41
	Interlaken	662	Boulogne, Laon.....	25.35	17.41
	Lausanne	576	Dieppe, Paris	21.12	14.85
	Leghorn	997	Dieppe, Turin.....	33.98	23.54
	Leipsic	630	Hook of Holland.....	20.88	14.02
	Lucerne	620	Boulogne, Basle.....	24.57	16.85
	Lyons	567	Dieppe, Paris.....	20.90	14.67
	Madrid	1151	Dieppe, Paris	42.70	30.48
	Marienbad	790	Hook of Holland.....	26.15	16.30
	Marseilles	784	Dieppe, Paris.....	28.60	19.89
	Mayence	470	Hook of Holland.....	16.99	11.30
	Menton	939	Dieppe, Paris.....	33.98	23.48
	Meran	919	Boulogne, Basle.....	33.84	23.56
	Milan	764	Dieppe, Simplon.....	30.16	21.22
	Monte Carlo.....	936	Dieppe, Simplon.....	33.76	23.32
Moscow	1827	Warsaw via Hook of Holland	52.26	33.46	

<i>From</i>	<i>To</i>	<i>Shortest distance</i>	<i>via</i>	<i>1st Class</i>	<i>2d Class</i>
London	Munich	746	Hook of Holland	25.99	16.45
	Naples	1300	Dieppe, Turin, Rome	39.90	27.27
	Nice	924	Dieppe, Paris	33.40	23.08
	Odessa	1762	Hook of Holland	49.38	30.86
	Ostend	144	Dover	6.77	4.76
	Paris	245	Dieppe, Rouen	9.33	6.79
	Prague	910	Hook of Holland	28.11	18.49
	Rome	1157	Dieppe, Paris	43.05	25.61
	Rotterdam	187	Hook of Holland	7.69	4.90
	Rouen	159	Dieppe	8.13	5.83
	St. Moritz	744	Boulogne	32.38	22.30
	St. Petersburg	1601	Hook of Holland	50.82	33.07
	Strassburg	506	Ostend, Brussels	17.83	12.16
	Stuttgart	600	Hook of Holland	21.12	13.82
	Turin	744	Dieppe, Paris	27.45	19.11
	Venice	930	Dieppe, Turin	34.69	24.89
	Vienna	1052	Calais, Cologne	33.90	21.64
Warsaw	1016	Hook of Holland	34.89	22.40	
Wiesbaden	471	Hook of Holland	16.99	11.30	
Zermatt	683	Dieppe	26.99	19.92	

<i>From</i>	<i>To</i>	<i>Shortest distance</i>	<i>via</i>	<i>1st Class</i>	<i>2d Class</i>
London	Zurich	614	Boulogne, Laon	24.43	16.75
Basle	Berne	67	Olten	2.23	1.57
	Brussels	369	Strassburg	11.85	7.78
	Cologne	312	Munster am Stein	10.30	6.55
	Dresden	546	Frankfort	17.48	10.60
	Frankfort	211	Heidelberg	7.25	4.70
	Geneva	157	Biel	5.49	3.84
	Interlaken	102	Berne	3.69	2.39
	Lausanne	120	Biel	4.23	2.97
	London—see London to Basle				
	Lucerne	60	Olten	2.00	1.40
	Milan	233	Lucerne	9.08	6.36
	Munich	258	Zurich	9.03	6.07
	Paris	326	Mulhausen	11.74	7.96
	Rome	626	Lucerne	19.95	13.41
	St. Moritz	230	Zurich	8.94	6.11
	Stuttgart	178	Offenburg	6.39	4.11
	Turin	297	Lucerne	11.57	8.12

<i>From</i>	<i>To</i>	<i>Shortest distance</i>	<i>via</i>	<i>1st Class</i>	<i>2d Class</i>
Basle	Zurich	56	Brugg	1.85	1.30
Berlin	Amsterdam	402	Rheine	12.78	8.60
	Bucharest	890	Breslau	30.75	20.35
	Budapesth	595	Breslau	17.95	11.65
	Cologne	363	Hanover	11.95	7.30
	Copenhagen	278	Gjedser	9.08	6.36
	Dresden	112	Elsterwerda	4.05	2.63
	Frankfort	335	Bebra	10.85	6.88
	Hamburg	177	Wittenberge	6.18	3.98
	Leipsic	102	Bitterfeld	3.53	2.08
	London—see London to Berlin				
	Munich	407	Hof	13.35	8.20
	Paris	663	Soest, Cologne	22.33	14.40
	Prague	231	Bodenbach	8.63	5.55
	St. Petersburg	983	Eydtkuhnen	32.13	19.78
	Stockholm	643	Sassnitz	18.08	12.25
	Vienna	442	Tetschen	17.65	10.90
	Warsaw	405	Posen	14.50	9.23

<i>From</i>	<i>To</i>	<i>Shortest distance</i>	<i>via</i>	<i>1st Class</i>	<i>2d Class</i>
Brussels	Amsterdam.....	147	Antwerp	4.16	3.02
	Basle	369	Namur	11.80	7.74
	Berlin	503	Liege, Herbesthal	16.22	10.18
	Cologne	140	Liege, Herbesthal	4.74	3.16
	Copenhagen	683	Liege, Herbesthal	21.00	14.04
	Dresden	541	Goslar	18.54	11.42
	Düsseldorf	152	Liege, Herbesthal	5.40	3.66
	Frankfort	288	Coblence	9.24	6.04
	Hamburg	390	Wesel	13.46	9.20
	London—see London to Brussels				
	Paris	192	Mons	6.87	4.65
	Strassburg	281	Namur	9.10	6.02
	Cologne	Amsterdam.....	154	Kleve	5.18	3.75
Antwerp		134	Maastricht	4.70	3.23
Basle—see Basle to Cologne					

<i>From</i>	<i>To</i>	<i>Shortest distance</i>	<i>via</i>	<i>1st Class</i>	<i>2d Class</i>
Cologne	Berlin—see Berlin to Cologne				
	Brussels—see Brussels to Cologne				
	Carlsbad	390	Mayence	13.85	8.55
	Copenhagen	543	Hamburg	16.43	11.28
	Christiania	953	Copenhagen	29.75	19.73
	Dresden	401	Golsar	13.08	8.03
	Frankfort	138	Mayence	4.80	3.10
	Geneva	375	Basle	15.88	10.48
	Hamburg	279	Bremen	9.35	5.90
	Hanover	203	Hamm	6.78	4.35
	Heidelberg	174	Mayence	5.80	3.85
	Leipsic	472	Hanover	10.58	6.70
	London—see London to Cologne				
	Lucerne	502	Basle	12.33	7.98
	Milan	571	Basle	19.50	13.00
	Munich	397	Frankfort	12.85	7.88
	Paris	306	Aix-la-Chapelle	10.78	7.35

<i>From</i>	<i>To</i>	<i>Shortest distance</i>	<i>via</i>	<i>1st Class</i>	<i>2d Class</i>
Cologne	Prague	509	Mayence ...	17.65	10.78
	St. Petersburg.....	1350	Berlin	42.30	26.90
	Stockholm	609	Copenhagen	26.55	17.65
	Stuttgart	243	Mayence	8.28	5.33
	Vienna	599	Mayence	21.20	13.13
	Wiesbaden	115	Niederlahnstein	4.15	2.70
Dresden	Berlin—see Berlin to Dresden				
	Cologne—see Cologne to Dresden				
	Frankfort	311	Leipsic	10.23	6.48
	London—see London to Dresden				
	Munich	316	Chemnitz	10.93	6.93
	Vienna	324	Tetschen	13.83	8.35
Frankfort	Berlin—see Berlin to Frankfort				
	Dresden—see Dres- den to Frankfort				
	Hamburg	340	Hanover	10.75	6.80

<i>From</i>	<i>To</i>	<i>Shortest distance</i>	<i>via</i>	<i>1st Class</i>	<i>2d Class</i>
Frankfort	London—see London to Frankfort				
	Munich	237	Aschaffenburg	8.35	5.38
	Paris	437	Metz	15.05	9.98
	Vienna	467	Aschaffenburg	17.00	10.58
Geneva	Basle	163	Biel	5.49	3.86
	London—see London to Geneva				
	Lucerne	157	Lausanne	5.27	3.70
	Lyons	105	Culoz	3.76	2.54
	Marseilles	323	Lyons	11.54	7.79
	Milan	185	Lausanne	8.93	6.29
	Paris	389	Culoz	14.00	9.45
	Turin	190	Bellegarde	7.30	5.01
	Zurich	178	Lausanne	5.70	4.00
Lucerne	Berlin	607	Basle	20.17	12.46
	Brussels	428	Basle	13.83	9.17
	Cologne—see Cologne to Lucerne				

<i>From</i>	<i>To</i>	<i>Shortest distance</i>	<i>via</i>	<i>1st Class</i>	<i>2d Class</i>
Lucerne	Geneva—see Geneva to Lucerne				
	Genoa	266	Chiasso	10.82	7.61
	Lausanne	119	Berne	4.02	2.82
	London—see London to Lucerne				
	Milan	172	Chiasso	7.19	5.04
	Paris	387	Mulhausen	13.74	9.36
	St. Moritz	162	Zug	7.75	5.28
	Venice	337	Chiasso	13.91	9.74
Paris	Barcelona	710	Montauban	26.18	18.05
	Basle—see Basle to Paris				
	Berlin—see Berlin to Paris				
	Berne	342	Pontarlier	12.50	8.52
	Brussels—see Brussels to Paris				
	Cologne—see Cologne to Paris				

<i>From</i> Paris	<i>To</i>	<i>Shortest distance</i>	<i>via</i>	<i>1st Class</i>	<i>2d Class</i>
	Constantinople	1916	Vienna	60.21	39.49
	Dresden	759	Maubeuge	24.42	15.50
	Florence	733	Milan	25.54	17.39
	Frankfort — see Frankfort to Paris				
	Geneva—see Geneva to Paris				
	Genoa	593	Dijon	21.88	14.93
	Lausanne	327	Dijon	11.78	8.01
	Lisbon	1176	Orleans	44.33	34.12
	London—see London to Paris				
	Madrid	904	Orleans	34.25	24.31
	Milan	516	Lausanne	19.36	13.33
	Munich	571	Strassburg	19.89	13.02
	Rome	902	Genoa	28.57	19.06
	Strassburg	313	Deutsch	11.29	7.56
	Stuttgart	422	Strassburg	15.17	10.19
	St. Petersburg	1655	Berlin	52.10	33.58
	Turin	496	Dijon	18.30	12.43
	Vienna	862	Munich	30.90	19.67

<i>From</i>	<i>To</i>	<i>Shortest distance</i>	<i>via</i>	<i>1st Class</i>	<i>2d Class</i>
Vienna	Amsterdam	..... 761	Cologne	..... 31.70	19.80
	Belgrade	..... 396	Budapesth	..... 17.21	11.37
	Berlin—see Berlin to Vienna				
	Brussels	..... 740	Passau	..... 31.07	19.10
	Bucharest	..... 719	Budapesth	..... 22.02	14.81
	Budapesth	..... 168	Bruck	..... 6.70	4.37
	Cologne—see Cologne to Vienna				
	Constantinople	..... 1054	Belgrade	..... 53.12	(Orient Express)
	Constantinople	..... 1080	Bucharest	..... 38.70	25.80
	Copenhagen	..... 713	Berlin	..... 28.95	19.67
	Dresden—see Dresden to Vienna.				
Vienna	Florence	..... 638	Bologna	..... 24.97	16.45
	Frankfort — see Frankfort to Vienna				
	Genoa	..... 711	Milan	..... 26.43	17.50

<i>From</i> Vienna	<i>To</i>	<i>Shortest distance</i>	<i>via</i>	<i>1st Class</i>	<i>2d Class</i>
	Hamburg	614	Berlin	27.71	17.18
	Innsbruck	338	Amstetten	14.50	9.25
	London—see London to Vienna				
	Lucerne	580	Innsbruck	23.12	14.80
	Milan	620	Amstetten	26.55	16.62
	Moscow	1256	Warsaw	41.47	26.07
	Munich	291	Salzburg	14.02	8.75
	Odessa	932	Oderberg	38.05	23.27
	Paris—see Paris to Vienna				
	Rome	834	Bologna	28.40	18.83
	Sarajevo	618	Bosna Brod	18.30	12.75
	St. Petersburg	1128	Warsaw	39.47	24.82
	Trieste	366	Bruck	15.30	11.47
	Warsaw	435	Oderberg	21.02	13.00

Hotels and Pensions

The prices of hotel and pension accommodations in Europe vary considerably. In certain countries they are higher than in others. Always they are higher in the cities than in the small towns and country districts. Always they are higher "in season" than "out of season"—whichever the "season" may be. The migratory American usually establishes the "season," and when he begins his annual exodus to Europe the rates go up.

As much as for its scenery Switzerland is famous for its hotels. The Swiss are the hotel keepers of the world, which is well to remember when traveling in places out of the beaten track. If there is a Swiss hotel keeper in any town, Waikiki or Walla Walla, it is a foregone conclusion that his hotel will be the best in that town for the price. More than 800 hotels are noted in the little handbook published by the Association of Swiss Hotel Proprietors, and on the average the tourist pays from \$3 to \$4 a day for full board.

Costs of Accommodations

The ordinary charge for bedroom, light and attendance at the first class hotels in Switzerland is from three and one-

half francs to five francs; for the continental breakfast of tea or coffee, rolls, butter and honey, one and one-half francs; for the *déjeuner*, or luncheon, three to four francs; for the *table d'hôte* dinner, four to six francs.

But here just a word about "light" and "attendance."

They cannot seem to convalesce from the custom abroad of charging for the light, electric or gas, that the guest may consume while in residence at the hotel. In days past, which are not so very far passed, at that, the proprietor doled out candles to his patrons when they returned at night, for which he made a small charge on the bills. The introduction of gas and electricity was too sudden abroad to permit so deep rooted a custom as charging for light to be annulled on the minute.

"Attendance" simply means being waited upon. The hotel servants must be paid something at least by the proprietor, and the proprietor since time immemorial has taken it upon himself to charge against his patrons an additional item in order to help cancel his outlay. It is a little like what might be the privilege of staying at a hotel in America and then being charged in addition for electricity and heat used, for having the maid

make up the bed and for allowing the clerk to watch you sign your name on the register. The custom of charging for "attendance" is as chronic abroad as charging for "light." But the item is a small one.

In the smaller, so-called "second class hotels," quite as clean and comfortable as, although less pretentious than the "first," the charges are: for bedroom, one and one-half francs to two; for breakfast, one to one and one-quarter francs; for the *table d'hôte* at noon, two to three francs; for supper in the evening, one and one-half to two francs.

The rates for bedroom increase according to the size and location of the room, but the rates for meals are usually fixed. By this schedule one may stop in Switzerland at first class hotels for \$3 or less a day, and at the smaller hotels for \$2. Pensions are supposed to be somewhat cheaper, but the rates at some of the better known ones will be found to be quite as high as those of the hotels, while the accommodations are usually inferior. A prolonged stay at any hotel may be made at a daily rate considerably lower than those mentioned above, in which case it is best to inquire the inclusive rate for "full pension"—meaning room, board, service and lights. One may live com-

fortably as cheaply in Switzerland as in any country in the world.

Comparative hotel accommodations in Italy are more expensive, although I have lived at one of the best hotels in Naples for \$2 a day, including three excellent meals. The hotels that cater to the native element are ill-kept and uncleanly.

Through provincial Germany the rates hold relatively the same as in Switzerland, and the hotels are of the same high order. In the large cities, especially the capitals, rates are somewhat higher. In Dresden, \$2 a day will cover the expense of room and three meals at one of the smaller but scrupulously clean hostelries to the right of the station and just beyond the tunnel under the railway tracks. An excellent room and excellent meals in a German pension in Berlin—not one of the many which cater to the American music student, however—may be had for as little as \$9 a week.

The hotel accommodations of provincial France are just as cheap, although not up to the standard of Switzerland or Germany. In Paris the same relative values hold as in other European capitals.

Norway, Sweden and Denmark offer excellent and comparatively inexpensive

accommodations for the tourist, and \$2 or slightly more a day will pay for room and meals at any of the less pretentious houses throughout Scandinavia.

Holland, with all her polished doorsteps and shining brasswork, is conspicuously lacking in good reasonably priced hotels. The best in the country are none too good, and by the prices they charge one cannot compute their various degrees of excellence, whether good, bad or indifferent. Holland is one of the cheapest of European countries to travel through, but one of the most expensive to stop in over night. There is an old saying, however true it may be, that a *guilder* (forty cents in American money) in Holland goes only as far as a mark (twenty-three cents) in Germany. Be that as it may.

Belgian moderate priced hotels are no worse than those of her neighbor, nor are they much better.

In Austria, Hungaria and all down through the Balkan States, improbable as it may seem in the case of the latter, the hotels in the larger cities are of the first water as to quality and very reasonable as to price. I wish I could say the same for the small town inns, but then the Middle East has not yet come into its own as a tourist territory.

Other than the best hotel in any small

Spanish town is next to impossible if the traveler expects to enjoy any degree of comfort, and even this will be expensive considering the accommodations.

Generally speaking, hotels in Great Britain are the most expensive in Europe. The ordinary charges at London hotels vary from about \$2 a day in the less pretentious houses to \$5 and upwards, (mostly upwards) in the most expensive, and this for room only. The most economical method of indulging in hotel life in London, a system that may be applied advantageously to any continental city as well, is to bargain for room and breakfast only, taking lunch and dinner wherever you choose. Room and breakfast at a good hotel in London (the "temperance" hotels, for example, patronized mainly by visitors from the Colonies) may be had for, say, \$1.35 (five shillings and sixpence). Lunch should not exceed a shilling and a half, and the city is crowded with interesting little French and Italian restaurants where sixty cents (two shillings and sixpence) will buy a sumptuous *table d'hôte* dinner, wine often included.

Provincial England, Ireland, Scotland and Wales abound in comfortable and cleanly little inns where \$2 a day will provide for everything.

Tips in Hotels

As to tips abroad, the traveler through Europe will make no mistake by adhering to a strict ten per cent. ratio. Ten per cent. of any hotel bill, divided proportionately among those who serve you, is all that is expected. In addition, the equivalent of five American cents for each piece of baggage may be given the porter for bringing it to your room upon arrival and for toting it back to your cab again at the end of your stay; and the field marshal who presides over the lobby—the *concierge* on the Continent, the hall porter in England—will never refuse a small tip in any event, but one is necessary only when he has imparted requested information about trains, points of interest, and so forth. A franc, or its equivalent in the currency of the country, is about the proper amount per person if remaining under his jurisdiction for three or four days, and considerably less in proportion in the case of a party of four or more.

It is not necessary to tip the chambermaid for a one night stay, but when remaining for a longer period ten cents per person will be amply sufficient. If at your request she prepares a bath for you—which, by the way, is one of her many

duties—she will expect ten cents—sixpence, half a franc, or some coin of the same value. To your table waiter, when he submits your bill at the termination of your visit, should be given the ten per cent. ratio, less the amount you may have already given the chambermaid. When the charge for “attendance” is included in the bill the ten per cent. donation may be dispensed with, but nevertheless, the waiter will expect at least a little something for having waited upon you. If a protracted stay is made in any one hotel the ratio of tips may be reduced to eight, or seven, or even five per cent.

Hotel Coupons

To anyone not conversant with the French language—which is not only the language of diplomacy but of hoteldom abroad—and who is not endowed with the *sang froid* (shall I say?) to walk deliberately away if the price as quoted is not satisfactory, I should suggest that the traveler in Europe for the first time provide himself with the “hotel coupons” issued by the well-known tourist companies abroad. These may be purchased at varying prices, according to the desired accommodations at “first” or “second class” hotels. What has been said above with regard to the standard of hotels in

various countries may prompt the prospective purchaser of hotel coupons which "series" to buy, depending upon the country or countries to be visited whether for "first" or "second class" houses. A dollar and eighty-seven cents in American money will buy one day's coupons acceptable for room, continental breakfast and the regular *table d'hôte* dinner at any and every "second class" hotel in any and every city and town in Europe, which is included in the lengthy list provided with the coupons, leaving lunch to be provided for in addition. This precludes the possibility of being charged exorbitant rates. The "second class" hotels as listed are often the best in certain places, and you can usually make up your mind, by looking over the list before you get off the train, which hotel you will favor. The hotel coupons good at every hotel mentioned in the "first class" list cost but slightly more than those of the "second class," various "supplements" being noted in addition.

You will thus be able to compute the approximate expense of a month's or six weeks' stay on the Continent in advance. Unused coupons are redeemable at the purchasing office for fifty or sixty per cent. of their original value.

The disadvantages of these coupons

are; that the traveler is limited as to his choice of hotels in every town; that, because the coupons are not actual cash, he is sometimes bundled into an inferior room; and that he might have bargained for the same accommodations at a lower figure than the coupons cost him, which is frequently possible. If, on a month's trip, the traveler provides himself with coupons for fifteen days, which he may use at his discretion, and fights his own way for the remaining fifteen, he will seldom regret the adopted method of self-maintenance.

Seeing Points of Interest

There is not much definite information to be offered the traveler with respect to European guides. Sometimes they are well worth the money spent on their services. More often they are not. Every place of interest abroad is full to overflowing with them, good, bad and indifferent. Sometimes they are a necessity, almost; sometimes they are an encumbrance. In a place like Rome, where there is so much to see that a whole summer's sojourn would not exhaust it all, a reliable guide engaged by the day is a profitable investment. But then again there are so many incompetent *cicerones* in Rome that the authorities of the hotel selected should be

consulted before entering into any agreement. Indeed, if desirous of procuring a guide by the day, the guides vouched for by the good hotels are the best throughout Europe; then, if they prove incompetent, you have some place to register an effective complaint. In a place like Rome, too, the really reliable guides are licensed by the local historical society and the information they impart is practically authentic. The average charge for a guide anywhere is about \$2.00 a day and expenses (carriage hire, car fares, etc.), with an additional ten per cent. of the bill as a gratuity if he proves satisfactory. Owing to the importunities of beggars and mendicants and venders of curios it is sometimes rather more than annoying to make certain excursions in the vicinity of Naples without a guide.

In museums and art galleries a guide will be more of a nuisance than a help. What interests you the most may not be included in his catalogue of exhibits, and in the end you will see nothing but what he chooses to show you in order to work off his "line of talk," thus giving you the impression that he is a very learned personage and deserves the exorbitant rate he will invariably try to charge. The various guidebooks exploit the contents



of the galleries and museums fully, and from them you can learn as much as any human guide can tell you, and rely better upon the information.

When it comes to an object of universal interest, such as the Cologne or the Milan cathedral or St. Peter's in Rome, the services of one of the local English speaking guides may be secured, and to the traveler's advantage. Plenty of such fellows will be found at the entrance and will show a party through, explaining everything, for a nominal charge ranging from fifty cents to a dollar. If time presses, and a second visit cannot be made, this method cannot be improved upon.

However, it seems to me a sacrilege to be personally conducted about any European city by a chattering guide. An excellent method to pursue is to read what Mr. Baedeker, or other reliable guide-book person, has to say about your next stopping place before you get there. Determine from his descriptions or from what you already know to be the "big things" in the town and the things that you will wish to see the most. You cannot see everything everywhere abroad in a summer, and this you will have to admit before you are through. After you have selected your hotel, walk out to the near-

est bookshop and buy a little pocket plan of the city, or, by purchasing the special edition of the Continental Bradshaw you will have plans of all the principal European cities contained in one volume. By studying the plan for half an hour you will glean a better idea of the town in general than by walking about it aimlessly for a week. After you have studied the plan, jump into a horse-drawn taxicab and tell the driver (and the powers of pantomime are wonderful if you cannot speak the language) to drive you around the place for an hour or two and point out the objects of interest. During your royal progress through the city ask him every question that comes into your head, for you will have to tip him anyway. Thus, when you come to visit those places of interest the next day, perhaps, you will be able to plan your sight-seeing campaign so as to waste as little time as possible. It is a good idea, too, to take a ride around the city in an electric car, and it is a pleasant and profitable way to spend an evening. Even if you do not speak a word of the local language it will make very little difference—the car is sure to come back some time to the place where you got on. Personally, I try to see the important historical things in every city, but I must confess that the

people and their customs as they are to-day appeal to me a great deal more. So, after doing my duty in looking at things historical a part of the day at least, I relax in the evenings and "follow the crowd." It is educational suicide to stay in the hotel in the evening and try to study up on what is in store for the morrow.

The little town of Alkmaar, the cheese capital of North Holland, has a system of showing its visitors the sights and apologizing for its eccentricities that might be emulated by many a city in Europe.

On Fridays of each week there is held a cheese market in Alkmaar—a sight that is well worth spending a night there in order not to miss a single phase of it. As you walk about the next morning between the piles of cheeses in the market square, at every move divulging the fact that you are a visitor, you will doubtless be politely accosted by a youth who, in more or less fluent English, will offer to explain the making and marketing of cheeses and incidentally show you the sights of the little city.

These erstwhile guides of Alkmaar are pupils in the high school, admonished to sally forth on market days and air the English they have been taught in conversation with English speaking visitors.

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They are well versed in everything of interest that the town contains; they accept no gratuities; and they, as well as you, profit by the half day thus spent.

A happy human combination of Baedeker and Bradshaw is he of the epaulets and gold cord—the hotel *concierge*. He conducts a sort of bureau of general information just large enough for himself and his desk “on the right as you enter.” He knows all about trains and boats and trolley services, excursions in the vicinity, important points of interest in the city and how to get there. He will unburden his soul for the asking—and a certain aforementioned gratuity at the end of your stay. But being neither archaeologist nor art critic, his store of authentic information is limited to where to go and how.

Routes between Countries

The shortest steamship route between Ireland and Scotland is the forty-mile run from Larne to Stranraer, the boats leaving Stranraer upon the arrival of the through London and Northwestern Railway trains from London or Edinburgh. This is the most popular passenger route between the two provinces, and the most important. The Irish Sea proper, however, seems to be scarred severely by the

tracks of steamers from Ireland to England. One may cross from Belfast to Fleetwood (138 miles), from Grenore to Holyhead (70 miles), from Dublin to Holyhead (46 miles), from Dublin direct to Liverpool, or by one or two other less important routes.

From England to the Continent there are numerous routes across the Channel and the North Sea, and these it might be better to catalogue for the convenience of the reader. Below will be found a list of the most important of the different services and the lines by which they are operated.

FROM ENGLAND TO BELGIUM

- To Antwerp from Goole: Lancashire and Yorkshire Ry. Co., Mondays, Wednesdays, and Saturdays.
- To Antwerp from Grimsby: 20 hours, Great Central Ry. Co., Mondays, Wednesdays, and Saturdays.
- To Antwerp from Hull: 22 hours, Wilson Line, on Saturdays.
- To Antwerp from Leith: Gibson Line, Tuesdays and Saturdays.
- To Antwerp from London: Great Eastern Ry. Co. Daily except Sunday, via Harwich.
- To Antwerp from Newcastle: 28 hours, Tyne-Tees S. S. Co., on Saturdays, via Harwich.
- To Bruges from Goole: Lancashire and Yorkshire Ry. Co.
- To Ghent from Goole: Lancashire and Yorkshire Ry. Co., Wednesdays and Saturdays.
- To Ghent from Hull: Wilson Line, on Saturdays.

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- To Ghent from Leith: Gibson Line, weekly.
- To Ostend from Dover: 3 hours, Belgian Mail Steamers. Frequent crossings.
- To Ostend from London: Gen'l Steam Nav. Co., Wednesdays and Saturdays, 9 A. M.

FROM ENGLAND TO DENMARK

- To Copenhagen from Goole: Lancashire and Yorkshire Ry. Co., Wednesdays.
- To Copenhagen from Hull: Finland Line, Wednesdays and Saturdays.
- To Copenhagen from Leith: Leith, Hull and Hamburg Co., Thursdays.
- To Copenhagen from Newcastle: Wilson Line, on Wednesdays.
- To Esbjerg from Grimsby: United S. S. Co. of Copenhagen, Mondays and Thursdays.
- To Esbjerg from Harwich: United S. S. Co., Ltd., Mondays, Wednesdays, Fridays, Saturdays.

FROM ENGLAND TO FRANCE

- To Bordeaux from Liverpool: Compagnie Général Transatlantique, 12th and 30th of each month. Moss Line, weekly.
- To Bordeaux from London: Gen'l Steam Nav. Co., on Saturdays.
- To Boulogne from Folkestone: (1 hour and 40 minutes), Southeastern Ry. Co., frequent crossings.
- To Boulogne from Leith: Gibson Line.
- To Boulogne from London: (9 hours). Bennett S. S. Co., three times weekly.
- To Brest from Plymouth: Great Western Railway Co., Saturdays 8 A. M.
- To Caen from Newhaven: London, Brighton and South Coast Ry. Co., Wednesdays.
- To Calais from Dover: (1 hour to 1 hour and 20 minutes), Southeastern and Chatham mail steamers. Frequent crossings.
- To Cherbourg from Plymouth: White Star and American Trans-Atlantic Lines, Wednesdays and Saturdays.

- To Cherbourg from Southampton: White Star, American Trans-Atlantic lines, London and South Western Railway Co.
- To Dieppe from Newhaven: (Three and one-half hours), London, Brighton and South Coast Railway Co. Frequent crossings.
- To Dunkirk from Goole: Lancashire and Yorkshire Ry. Co., Tuesdays.
- To Dunkirk from Hull: (20 hours), Wilson Line, Saturday evenings.
- To Dunkirk from Leith: Gibson Line, on Thursdays.
- To Havre from Liverpool: Booth Line.
- To Havre from Southampton: London and South Coast Ry. Co.
- To Marseilles from Hull: Wilson Line, every two weeks.
- To Marseilles from Liverpool: Bibby Line.
- To Marseilles from London: Peninsular and Occidental and Orient Lines.
- To Nantes from Weymouth: Great Western Ry. Co., Wednesdays.
- To St. Malo from Southampton: London and Southwestern Ry. Co.
- To St. Nazaire from Liverpool: Compagnie Général Transatlantique.

FROM ENGLAND TO GERMANY

- To Bremen from Hull: (36 hours), Argo S. S. Co., Mondays and Fridays.
- To Bremen from London: (36 hours), Argo S. S. Co., Tuesdays, Thursdays and Saturdays.
- To Brunsbüttel (Kiel Canal) from London: United Steamshipping Co., Ltd.
- To Dantsic from Hull: Wilson Line, every ten days.
- To Hamburg from Goole: Lancashire and Yorkshire Ry. Co., Mondays, Thursdays, Fridays and Saturdays.
- To Hamburg from Grimsby: (30 hours), Great Central Ry. Co. Daily except Sunday, 7 P. M.

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- To Hamburg from Harwich: Gen'l Steam Nav. Co., Wednesdays and Saturdays.
- To Hamburg from Hull: Wilson Line, Wednesdays and Saturdays.
- To Hamburg from Leith: Leith, Hull and Hamburg Co., Mondays, Wednesdays, and Saturdays.
- To Hamburg from London: (Liverpool Street Station), Gen'l Steam Nav. Co., Wednesdays and Saturdays, 8:40 P. M.
- To Hamburg from Newcastle: (36 hours), Tyne-Tees Steam Ship Co., Saturdays.
- To Hamburg from West Hartlepool: West Hartlepool Steam Nav. Co., Ltd., Wednesday and Saturday evenings.
- To Holtenau from London: United Shipping Co., Ltd.
- To Königsberg from Hull: Wilson Line, weekly.
- To Stettin from Hull: Wilson Line, Fridays.

FROM ENGLAND TO HOLLAND

- To Amsterdam from Goole: Lancashire and Yorkshire Ry. Co., Wednesdays and Saturdays.
- To Amsterdam from Hull: Hull and Netherlands S. S. Co.
- To Amsterdam from Leith: Gibson Line, Mondays.
- To Amsterdam from London: Holland S. S. Co., Wednesdays and Sundays.
- To Delfziel from Goole: Lancashire and Yorkshire Ry. Co., Tuesdays.
- To Flushing from Queensboro: Zeeland Shipping Co., via South Eastern and Chatham Ry. Daily.
- To Flushing from Folkestone: Zeeland Shipping Co., via South Eastern and Chatham Ry. Nightly.
- To Harlingen from Hull: Hull and Netherlands S. S. Co.
- To Hook of Holland from Harwich: Via Great Eastern Ry., 8:30 P. M. daily, from Liverpool Street Station, London.

- To Rotterdam from Goole: Lancashire and Yorkshire Ry. Co., Mondays, Wednesdays and Saturdays.
- To Rotterdam from Grimsby: Great Central Ry. Co., Tuesdays, Thursdays and Saturdays, 7 P. M.
- To Rotterdam from Hull: Hull and Netherlands S. S. Co., Daily except Sunday.
- To Rotterdam from Leith: Gibson Line, twice weekly.
- To Rotterdam from Liverpool: Cork S. S. Co., Wednesdays and Saturdays.
- To Rotterdam from London: Batavier Line, Daily, Sunday excepted.
- To Rotterdam from Newcastle: (24 hours), Tyne-Tees Shipping Co., Tuesdays.
- To Rotterdam from Southampton: Holland American Trans-Atlantic Line.

In addition, one may travel direct by boat from various British, German and Dutch ports to Gibraltar or any of the other principal ports along the Mediterranean. Ships sail for the Far East from Southampton, London, Bremen, Hamburg, Rotterdam or Amsterdam almost every day, calling at Lisbon, Gibraltar, Marseilles, Genoa, Naples and Brindisi. The passage rates are more than double the overland railway fares between the same points, and the journey takes more than twice the time.

The trip across the English Channel is always a kind of a bugaboo to the traveler susceptible to seasickness. There are two ways of looking at this cross-Channel business; the longer the route selected, the

calmer will be the passage; and the shorter the route, the sooner it is over. The two British and French ports nearest to each other are Dover and Calais, and it takes but a little over an hour to make the passage of twenty-five miles from one to the other. But just in this "neck" is where the currents meet as they surge through the Strait of Dover from the North Sea and the Atlantic. On account of the time saved the traveler by this route it is the most expensive.

The seventy-nine miles from Newhaven to Dieppe are covered in three and a half hours. At this point of the Channel the North Sea current has about exhausted its strength, and the current from the Atlantic has not yet begun to accumulate force. Because of the time consumed it is the cheapest direct daily cross-Channel route between England and France, with the exception of the all-night trip from Southampton to Havre.

Across the lower end of the North Sea from England to the Hook of Holland or Flushing the night may be spent in comparative comfort.

IV

WHAT TO SEE ABROAD

EVERY country in Europe—every district, indeed, has its peculiar fascinations for the tourist, and with little difficulty he may map out his tour to include only those sections which hold whatever strikes his fancy the most. After having guide-booked through the great museums of art and antiquities in the large cities; after having hurried along their lively thoroughfares and sipped coffee with the cosmopolitan crowds in their gay cafés; after having strolled about in their handmade parks and pleasure places, the traveler may awake at the end of a few hours' train ride to find himself inhaling the atmosphere of medieval times in some little out-of-the-way corner where the modern methods of a prosaic workaday world outside have but little influence. Whatever the traveler's hobby, it may be gratified through the simple procedure of purchasing a railway ticket.

Algeria

From Marseilles it is an all night's

trip in a fast French steamship to Algiers. Here in the narrow, slatternly, dimly lighted alleyways of its Arab quarter the traveler finds many types and conditions that will come as a forceful surprise in a city of such importance. The business and residence sections of Algiers are typically French. Not so in Tunis—the eastern terminus of the North African railway line. Tunis is essentially Arabic and its picturesque bazaars are famous throughout the world. Living in Tunis is cheaper than in Algiers and its situation is more beautiful and healthful. The ruins of ancient Carthage are quite close. And if you go to the edge of the desert and see the original “Garden of Allah,” take the train south from Constantine to Biskra. Biskra is as near the great Sahara as civilization seems to care to risk.

Austria

In addition to the Tyrol and the Salzburg environs, much of the interest in Austria lies in its great cities, Vienna, Prague, Budapesth. Vienna is a gay, cosmopolitan city, rich in new architecture of a grandiose type and in remains of the Middle Ages. It lies in a plain on the Danube Canal with spurs of the Alps in the distance. In the neighborhood of the city is the charming Vienna

forest and the Danube Valley called "Wachan" with the finest views.

Styria and Carnithia contain the major part of Austria's forest land, the small towns, and agricultural communities. From Trieste along the Adriatic including Croatia and Dalmatia is a region rich in interest to the traveler. Towns abound in Roman ruins, and the air of Italy seems transported there. The life is gay and luxurious, and the costumes picturesque.

Bohemia is suggestive of Germany, and Prague, its capital, is a more German Vienna on a less elaborate scale.

The Balkan States

In Montenegro one may observe at close range the most superb specimens of physical manhood, each heavily armed and dressed in that picturesque native costume which time and the best fashion tailors of Europe have never been able to remedy.

In Bosnia and the Herzegovina the traveler may peep behind the lattices of Turkish life, since this district was not so very long ago nominal Turkish territory and since the Turk, therefore, is a predominant element of the population. He and his art are the important objects of interest in the cities. Visiting these Austrian provinces will make it seem that

within a few hours the traveler has been whisked from civilized Twentieth Century Europe into the primitive East, with all its mosque minarets and veiled goddesses of the harem. Bazaars abound, and the scenery of the rural districts is delightful.

Throughout Servia, Bulgaria and Roumania are colors and types galore, set in the bustling activity of modern cities clanging with trolley cars, lighted with electricity and paved with asphalt. If you ever become tired of wandering in and out among the more advertised and better known sections of Europe in search of that ever elusive something new, a trip through these Balkan States, where the East meets the West, the fusion point of Yesterday and To-morrow, will fill your cup of delight to overflowing.

Bavaria

Outside of Italy, Bavaria is unquestionably the most interesting country in Europe. The peasantry are the most intelligent, kindly and attractive to be found anywhere. All through the northern and central parts the scenery is enchanting in its rolling, rural peacefulness, and here are found ancient walled towns of exceeding picturesqueness like Rothenburg, and cities full of art and architecture like Nuremburg.

In the central part is a chain of splendid cities. Ulm, with a Rathaus a blaze of wonderful mural paintings that cover the outer walls from ground to roof; with queer old buildings, and with a cathedral whose spire is the loftiest in the world. Augsburg with its Renaissance fountains, its medieval streets, and its curious Fugery, a town within a town. And Regensburg, with its great cathedral, and its curious towers of defense attached to private houses, a few of which still survive, and the wonderful Walhalla overlooking miles and miles of the Danube and the great Bavarian plain.

Then to the south you find the splendid scenery of the Alps, secluded mountain villages, old castles, peaceful valleys, and great and rugged peaks. Here, too, lie the matchless Bavarian lakes, and most unique of all, those incredible castles built by mad Ludwig, some on lonely islands on the shores of silent lakes, and some on almost inaccessible mountains, but all of them gorgeous as strange dreams.

Belgium

You can travel five centuries in Belgium in thirty minutes. From the modern watering place of Ostend to unspoiled medieval Bruges is only fourteen

miles, yet you plunge from a fashionable, garish summer resort, tasseled and tinsel-seed, to a city asleep with the dust of centuries upon it. A little farther on, only twenty-eight miles, is Ghent, a city large and rambling, presenting a curious mixture of ancient life and Twentieth Century commercial activity. Antwerp, bustling, commercial and progressive, lies thirty miles to the eastward, and at the same distance is stately Brussels, a beautiful city of splendid buildings, boulevards, clean streets and pleasant shops. Such are the sharp contrasts in this little land of ancient Flanders and Burgundy. And the contrast does not end here. London has a population greater than all Belgium, yet this small kingdom of big cities is the most thickly populated in Europe. In size it is not quite as large as Maryland. The State of Texas could accommodate twenty-three such countries within its borders.

But what Belgium lacks in size it makes up in interest, for it is one of the most fascinating of the European States from the traveler's standpoint. The art and architecture of the Middle Ages are better preserved here than in other countries of Western Europe, for Belgium escaped in a large measure the terrible ravages of the great religious and political upheavals

that disastrously affected other parts of Europe. Thus in Belgium we have splendid churches, richly sculptured guildhalls, ancient market places, belfries, whole streets of red-roofed and gabled houses, splendid works of art by native painters—all these are there as living manifestations of old Flanders' medieval glory.

For the same reason the student of art revels in Belgium's display of masterpieces of painting. No other country, with the exception of Italy, has such a wealth of native art. It is never exotic, here, as in other art centers of Europe, for here Memling, Van Eyck, Rubens and a score of others lived and painted, and their work remains in its native environment.

In Bruges Belgium possesses one of the picture towns of Europe. It is verily a dream city. Called "the Northern Venice," it combines all the quaintness of the Netherlands with the soft beauty of Venetian waterways.

The medieval charm of Bruges is indescribable. The streets of curious old gabled houses of every size and shape, irregular and mellow, breathe the atmosphere of a glorious past. Miles of canals interlace the city and into these are built the houses with their crumbling, moss-grown walls,

The hotels of Belgium are good and the cost of living is moderate.

BRITISH ISLES

England

England will always be a delight to the traveler in that he finds in a comparatively small compass a whole world thrilling with interest. Historic remains are in evidence from the early Roman times, nearly all in excellent preservation. There is a variety of scenery, strikingly beautiful, and a wealth of splendid architectural magnificence. One is struck with the sense of completeness or finish of everything in England, and it appears that even the old forests are little changed since earliest times. Everywhere the tourist is in touch with the past and the future at the same time. There are unlimited railway facilities, making travel all over the island a simple matter.

The districts suggested in the following, which include the finest scenery, the places of greatest historic and literary interest, and the most characteristic architecture all could be combined in a consecutive tour of no great extent.

In the north is the famous Lake district included in the counties of West

Moreland, Cumberland, and the north of Lancashire. There are sixteen lakes—the largest ten and a half miles—which, despite their size, include some of the finest wild scenery of Europe. Windermere is of greatest size, while Ullswater and Durwentwater are of almost equal attraction. Grasmere was once the home of Wordsworth and almost every spot about here is reflected in his poetry. Coniston, Keswick, and Ambleside are of great interest also. There is ample opportunity for mountain climbing, the ascent of Helvellyn being perhaps the most noted.

Sherwood Forest and the Dukeries command considerable interest in the beautiful walks and drives, due to the fact that so many of the ancient seats of the peerage are found here. The circular drive is about twenty-five miles in extent, and the entire district may be visited in two days. It includes Newstead Abbey, the home of Byron, and Walbeck Abbey, with its great underground rooms. Sherwood Forest is the quondam demesne of Robin Hood. In the vicinity is Lincoln Cathedral, begun in 1074. It is very well preserved, and is imposing on account of its splendid situation, size, and exquisite detail. This district is in Nottingham and is either approached

from the city of this name or from Chester by way of Sheffield and Mansfield.

Derbyshire Peak is approached from Manchester or Derby and includes the fascinating valleys of the Dove and the Derwent. The country is both rocky and wooded, and especially Dovedale is worth seeing, with its narrow valley, hemmed in by limestone cliffs and fantastic rocks and surrounded by woods. The famous old baronial mansion, Haddon Hall, is here.

The Shakespeare country is in the central west of England and shows many fine examples of the characteristic English thatched cottage, and is beautiful in pastoral scenery of English countryside along field and river. Warwick, a town of great antiquity, makes a good base from which to take walks and drives or excursions on the picturesque Avon. The town itself is full of interest in its half-timbered buildings, but especially so in Warwick Castle, which dates from Saxon times, and is a fine example of feudal architecture. Kenilworth and old Guy's Cliff are within walking distance to the north, as is also Stratford to the south. Lady Godiva's Coventry is worth visiting and the road from this town to Stratford is esteemed the most beautiful walk in England. Stratford, besides its

Shakespearean interest, is beautiful in its environs.

The Valley of the Wye is reached from Gloucester—there is a fine cathedral here—and offers a wonderful boat trip from Monmouth to Chepstow. There are such romantic ruins as Tintern Abbey and Raglan Castle to be seen, and from one point, Wyndcliffe, may be had one of the finest views of river scenery in Europe, compared by many to the German river views. The Wye district is a good entry point for South Wales.

Devon and Cornwall. This district includes the peculiar English moors and the wonderful coast district of the southwest peninsula. Cornwall abounds in walks about the rocky coast. It has a particularly mild climate that seldom goes below 50 degrees, even in winter, and tropical vegetation flourishes. At Tintagel the great promontories rise to 200 feet. Lands End, Penzance, and The Lizard are rich in walks along serpentine cliffs, smugglers' caves, and quaint fishing villages. Clovelly in especial is picturesquely beautiful in its whitewashed cottages with their green doors. This is the country of Kingsley, while just north is the famous Doone Valley. Dartmoor, to the east, is a district, twenty-five miles by twelve, of peaty moss hills and

valleys out of which spring great granite blocks, tors and menhirs. There are many evidences of the ancient Britons in this section. The noted resorts of Torquay and Teignmouth are on its outskirts.

Surrey and the Downs with the watering place of Brighton are south of Snowdon. The Downs are wild and solitary heath, hilly, and concealing several very quaint villages. Dorking and Guildford are but twenty-three and a half miles from London, and within walking distance of each other. The Canterbury Pilgrim's Way led past these towns, and travelers may be pleased to follow it to the Cathedral and town of that name.

No English tour is complete without a visit to several of the Cathedral towns. The most attractive are Canterbury, Lincoln, and Gloucester, which have been mentioned, Durham, York, Peterborough, Norwich, Ely, Cambridge, Wells, Winchester and Salisbury. The majority of these places can be combined in a circular tour of the island without special digressions. Besides this, one should include a visit to Oxford College, if possible. Chester is another Cathedral town well worth seeing, but its great sights are the old Roman wall, which runs completely about the town, and the peculiar old

houses—the Rows—which project over the street.

London is England's greatest center of interest in countless ways, but one point of special note is that, notwithstanding its great size, there are many country excursions that may be taken from it, most taking less than an hour.

Epping Forest with its historic Elizabeth's hunting lodge, is but fifteen miles away; Hampton Court, fifteen; Waltham Abbey, twelve and three-quarters; Harrow, with the famous school and its scenic attractions, eleven and a half; Chigwell, with Dickens' old inn, twelve and a half; Epsom, with its inn of the Seventeenth Century, fourteen miles; St. Albans, a very ancient abbey town, twenty; Stoke Poges Church, twenty-one; Windsor Castle, twenty-one; Jordan's, the burial place of Penn, twenty-two; Chalfont St. Giles, the home of Milton, twenty-three miles. All these places are reached by swift trains and contain that very beautiful village scenery which is characteristic of England, and for which she is famous the world over.

Ireland

Ireland offers the traveler much that cannot be seen in any other section of Europe. There is the rolling landscape

of lush green vegetation, charming lakes with mellow old ruins, picturesque, white-washed, thatch-roofed cottages, the ubiquitous jaunting car, and a peasantry that for wit and good nature is not equaled anywhere in the world. Contrary to general impression there are scattered throughout Ireland charming old ruins of castles, abbeys, round towers and Celtic crosses that will well repay a visit.

By far the most interesting part of Ireland is the south where lie Cork, Blarney Castle and the Killarney Lakes. The Lakes of Killarney, three in number, are large with wooded shores and a number of splendid ruins of castles and abbeys dating back six centuries. The passenger from America can disembark at Queens-town, from which Cork is only a half hour by rail and Blarney is but five miles out of Cork. The Killarney Lakes lie sixty-nine miles from here and are reached in three and a half hours by train. Leaving your steamer early in the morning, it is possible to visit Cork, go out and kiss the Blarney Stone and see the sun set over Killarney all in the same day.

Dublin is 186 miles from Killarney and Belfast is 112 miles north of Dublin. From here the Giant's Causeway, which is in the extreme north of the island, may be comfortably seen by an all-day excur-

sion. It is then only a few hours' trip across the channel to either Scotland or England.

All of Ireland worth seeing can be done in six or seven days, the south alone in three or four days.

Scotland

There are few lands that have become backgrounds of literature to the extent that Scotland has. Burns, Wordsworth, and Scott have written much of its beauties and this fact, besides its intrinsic attractions, makes it of prime interest to the traveler. Touring is greatly facilitated by the conveniences of circular tour privileges, which combine coach routes with railway and steamboat transportation. The best season is in June, July, and August.

Going north from Carlisle, one enters the Burns country by way of Dumfries. Ayrshire is delightful as an agricultural district, cut by beautiful streams, and rich in the scenes of Burns' life. Farther north are the Scottish lakes, Loch Lomond and Loch Katrine, and the far-famed Trossachs. The Trossachs are the richly wooded country at the eastern end of Loch Katrine. This romantic section is perhaps the most beautiful in Scotland. The lakes are surrounded in

places by steep cliffs, in places by thick forest, and are dotted by picturesque islands, while all about rise high mountains, of which the majestic Ben Lomond is the best known. In Loch Lomond is the Ellen's Isle of Scott's "Lady of the Lake."

By way of the interesting town, Callander, one may visit Stirling and the historic Stirling Castle, and go south to Edinburgh. This city is considered one of the most beautiful of Europe in that its fine architecture is so well combined with the advantages of a naturally beautiful situation high above the surrounding country. There is the old town to be visited and the castle perched on a bold rock and once the ancient seat of the Scottish kings. Holyrood Castle contains many relics of history. Edinburgh is the starting point for the Selkirk Mountains and the land of Scott. There is much to see here of which may be mentioned Hawick and Jedburgh Abbey. Melrose is especially worth while with its beautiful ruined abbey and Abbotsford, Scott's home, near by.

For the rest there is too much to mention of the various boat trips along the coast through the peculiar firths. It is worth while, however, to speak of the journey to the Skye. This is generally

made by rail from Glasgow to Oban on the west coast. Three and a half miles from Oban is Dunstaffnage Castle, whence came the famous Stone of Scone. Trips by boat start for various islands, among them Staffa, with its strange caves of great interest, the most famous of which is Fingal's Cave, that penetrates the island for 200 feet. The Oban-Skye trip takes from two to three days. The island is remarkable for its wild grandeur of scenery and savage solitudes. Portree and Storr Rock, especially Quisang, here should be visited, as there is here probably the most striking rock scenery in Great Britain, a combination of moorland cliff and fantastic pinnacles that is picturesque in the extreme.

The Caledonian Canal cuts across Scotland, running southwest from Inverness to the west coast. It makes a delightful trip by boat, affording diversified scenery of mountain and plain. North of this canal is the Highland district with its wild solitude.

As regards the language and people of Scotland, there is but little difference to be noted between the appearance of the peasant class and that of England, except that in the Highlands one may see the kilted men with more or less frequency. English is spoken everywhere, and in but

few cases will the traveler come across those speaking only Gaelic.

Wales

Wales is the most mountainous part of Great Britain, and though the experienced mountain climber will encounter no peaks to climb for altitude records, he will find a grandeur of scenery that will stir the most phlegmatic. Tourists might spend from three to six weeks to advantage here, but those pressed for time may obtain a good idea of the district in a week and have an opportunity to visit the finest spots.

In the north of Wales is found the most picturesque scenery diversified in mountain, valley, and coast. The chief gates to this section are Chester and Shrewsbury.

From Chester one is within easy reach of Conway where is situated the famous castle of that name, justly considered one of the finest in England. Water reaches two sides of the great rock on which it stands; the rest is within the walls of the town of which it forms a part. Near by at Carnavon is another even more extensive castle with a walled town. The vicinity of the coast here is full of appeal with its great rugged cliffs and indented shore. Four of the chief places of inter-

est are Llandudno, a historic watering place, Great Orme's Head, Bangor and Penrhyn Castle, and the famous isle of Anglesey with Beaumoris Castle.

Inland a short distance is the mountain district of Snowdon. From the little village of Beth Gellert—an ideal spot in its picturesque mountain surrounded houses—the most desirable places are within easy reach. There is Llanberis, often spoken of as the Chamonix of Wales, with the wild Llanberis Pass, where there is instant change from dense forest to crags of richly colored rocks, and again glens thick with moss and trailing vines. Snowdon (3,560 ft.), the highest mountain in England or Wales, is reached from here, and from its summit one may have a wonderful and extended view over the country to the sea. South and east lies Llangollen where one may visit Valle Crucis Abbey, a romantic ruin of the Fourteenth Century. In this section other places that may be visited are Port Madoc and Harlech, Bettwys-y-Coed, Blaenan Ffestiniog, and Dolgelly, with its beautiful mountain, Cader Idris.

The great charm of this part of Wales is the ever varying character of the landscape, from quaint village to wild woodland, and from bare crag to forest tarn, with occasional glimpses of rough and

ragged coast. There is a great opportunity for the traveler who wishes walking tours, and it is very easy to make arrangements for drives in any sort of equipage from a buggy to a brake.

South Wales is reached from Gloucester by way of Cardiff and Swansea, and is valued as the haunt of the pedestrian traveler. The sea coast bears the chief interest of this section and contains strange remains of the earlier civilization. There are stretches of wild moor and woodland, cromlech and shattered cliff. The main places of interest are the Gower Peninsula, Tenby and Manorbier Castle, Pembroke Castle and St. David's, with its cathedral, and Monkton Priory.

Now that steamships land at Fishguard on the west coast of Wales, this district via the Severn Tunnel is on the direct route to London.

Brittany

In all Europe probably no section presents such a succession of medieval towns as Brittany. From remarkable Mont St. Michel, perched high on its rocky eminence washed by ocean tides, around the entire circuit of its fascinating towns to Vitré, the unspoiled, the traveler finds in Brittany a kaleidoscope of ancient cities with centuries-old gabled houses, curious

streets, delightful time-scarred churches, not magnificent like those in the sister province of Normandy, but old and permeated with the atmosphere of ages past, arcaded streets, pretty turreted chateaux, an occasional castle of the Middle Ages frowning down on the now peaceful inhabitants, and peasants whose very dress seems to defy the progress which is creeping so slowly into this rugged peninsula.

This peninsula of west-central France, washed by the English Channel and the Atlantic Ocean, a little larger than the State of Maryland, is a rugged country of stern, wild coast and rocky promontory, granite-seamed hills, wooded heights, rocky moorland, tree-studded fields and deep-cut valleys—a landscape ever changing and never monotonous.

Just as Normandy, which lies immediately to the north, is the home of magnificent ecclesiastical architecture, so Brittany has an individuality of its own expressed in these singular towns and simple peasants dressed in the costumes of their ancestors.

The costumes of the peasants are striking. The distinctive feature is the head-dress worn by the women. The men wear shoes or *sabots* and are clad in either short jackets or loose blue smocks, flar-

ing trousers and broad-brimmed hats with velvet streamers. On wedding and *pardon* or feast days both men and women array themselves in the most remarkably brilliant clothes of richly embroidered silk and velvet.

Here at least is a country where escape may be had from the high cost of living. The hotels are not pretentious, but are neat and the food good. The cost per day of room and board need not be more than \$1.50 or \$2.00.

Although remote in civilization, Brittany is readily accessible. St. Malo is overnight by rail from Paris or by boat from Southampton, England. From here a tour of the fringe of interesting towns can begin and the circuit completed at Vitré, which is the most easterly city and is only five hours from Paris.

A circular tour of Brittany, from Paris and return, covering every town worth visiting, can be had for exactly eighty-five francs, or seventeen dollars, second class, the way you are likely to travel if you are sensible and democratic.

A circular tour of Brittany should include the following towns: Mont St. Michel, St. Malo, Dinan, Morlaix, Landerneau, Douarnenez, Quimper, Rospor-den, Concarneau, Pont Aven, Quimperlé,

Carnac (for the ancient Celtic ruins), Quiberon, Vannes, Josselin, and Vitré.

Dalmatia

Dalmatia, which is Austrian territory, offers a coast line not often seen by the tourist, but replete with architectural antiquities and interesting peoples. The Italian influence has been felt all down along this Adriatic shore and often the costumes and appearance of the people are identical with those of the Italians. Gravosa is one of the walled cities of medieval Europe that time has not changed materially. Spalato was the birthplace of the composer, Franz von Suppe, and contains the most renowned domestic ruin of Roman times—the ancient palace of the Emperor Diocletian. A few miles outside the city they are excavating Salona—a Dalmatian Pompeii. Zara is the home of the maraschino industry and the capital of Dalmatia. Cattaro, farther down, has a harbor which is the best fortified by nature of any in the world, and from here a most interesting and entirely comfortable trip may be made by stage twenty-eight miles across the mountains to Cettinje, the capital of Montenegro. The view of the Bay of Cattaro from the mountain heights is one never to be forgotten.

Denmark

Denmark is a curious little country of a peninsula and many islands. The Vikings were sailors of necessity if they went visiting much, even among themselves. The countryside is charming. Copenhagen is a large clean city with many interesting buildings. The genius of the sculptor Thorwaldsen is seen at its best in the Church of Our Lady and the Thorwaldsen Museum.

France

From Nantes in Brittany it is but a step to Angers and Tours, the best bases of operations from which to make little excursions into the surrounding chateau district, which includes much of the provinces of Anjou, Maine and Touraine. Here the tourist finds French domestic architecture and landscape gardening at their best, for in this region are the ancestral homes of the nabobs of French nobility. Each imposing estate fairly reeks with romance. By virtue of its unexcelled highways and its beautiful, yet formal, scenery, this chateau district of France is a delight to the motorist.

The Riviera

The French Riviera along the Medi-

terranean and its Italian relative across the border, are set with a string of famous places that aspire to being winter resorts. Edged in front with deep bays and inlets of azure and well protected from the north winds by a chain of hills in the rear, the whole coast line is resplendent in sub-tropical verdure. Not alone in winter time, but in summer as well, it is peopled with a hodge-podge of humanity from all over the world, always holiday bent—and expense not considered.

From Cannes to Ventimiglia in Italy the scenery is exquisite and striking in its variety. Charming little valleys lead hither and thither to unexpected nooks and picturesque glimpses among the hills, with here and there a view of the snow-capped Maritime Alps. It is a delightful region through which to motor, although the roads are not always as good as they might be. Cannes, Antibes and Manton are among the more important towns, while Nice, with its casino and sumptuous hotels, is the magnetic pole of the district socially, and Monte Carlo is the chief attraction. Here there are no types worth mentioning, except the ever interesting foreigner, be he German, Russian or American, on a vacation. Serious enterprise seems to be lacking

altogether; everything—even the climate and the scenery—is meant to promulgate frivolous enjoyment.

The Rhone Valley

The Rhone Valley is known sometimes as the Italy of France. It is full of romance, beautiful and ancient buildings and charming landscapes. It has many ancient Roman ruins and some of the most picturesquely situated towns in Europe. Le Puy is one of these. At Nîmes there is one of the finest and best preserved Roman temples extant. There is also an amphitheater which though smaller than the Coliseum at Rome rivals it in beauty. These are two examples of many remains of the Cæsars. The Rhone Valley is the land of the Troubadours and some of its ancient atmosphere still remains to-day. The costumes of the peasants are quaint and the people are interesting. There is enough variety in the landscape to make it far from monotonous.

Germany

Germany, more than anything, is a country of large, clean and beautiful cities. Still, it is not without its delightfully curious corners. Throughout parts of the Harz Mountain district in the

north and within easy access of Berlin, and in the Black Forest in the south and best reached from Zurich or Heidelberg, the grandeur of the mountain scenery compares favorably with the best known tourist centers of Switzerland.

The Black Forest

This intensely interesting region of pine and fir forest, wooded mountain, and fertile, cultivated valley, can be entered by way of Heidelberg and Baden. It is almost entirely in the Grand Duchy of Baden, and beside its scenic charm has interest in the many picturesque and brilliant costumes of the inhabitants of the district. There is a walking club that gives most detailed information to the tourists, and the routes are well marked. The excellent German forestry laws have made the entire section easy for pedestrian travel. The roads are of the best, and automobile or carriage tours are delightful. The Höhenweg is a posted route for foot travelers, and starting from Pforzheim, a short distance from Heidelberg, includes the most desirable districts of which the wild grandeur of the Höllental and Titisel is worthy of remark.

The Rhine

The Rhine is possibly the most dis-

tinctive feature of the whole German Empire, in that it traverses the nation from its southernmost boundary to the northern border of Holland. From Basle to the German Ocean it is 525 miles long. It varies from a little over half a mile at the Holland boundary to one-eighth of a mile at the Rhemgon district. The most famous territory is from Cologne to Mayence.

In this section are the most traveled excursion districts and the most noted castles. Cologne is the traffic center and steamers ply up and down, taking twelve and a half hours from Cologne to Mayence, and seven and three-quarters hours on the return trip. It is preferable to go up stream, as there is more favorable opportunity to view the scenery, and the fare is one-sixth less. Tickets may be bought allowing great stop-over privileges, and the opportunity to travel, either by boat or train, from place to place, as one wishes.

The whole district is of volcanic origin, and this cause gives rise to the peculiar cliffs, valleys, and crater lakes. At Cologne, the usual starting point of trips, one may visit the Cathedral which has the reputation of being the most magnificent example of Gothic architecture in the world. Going south along the river

a pleasant excursion may be made by stopping at Bonn, an interesting university town. From here as a base, the justly famous Seven Mountain district on the opposite bank may be walked over. Wooded hills are particularly beautiful, and the paths with their roadside shrines give the impression of being remote from modern civilization. The old Heisterbach Abbey ruin is traversed and the ascent of Petersberg and the Drachenfels easily accomplished, affording wonderful views of the river and surrounding country.

The ascent of the stream from here gives the traveler a most impressive idea of medieval history. Ruined castles of robber barons sit high on almost every cliff, and thickly wooded slopes alternate with vine-clad hills. Behind Andernach is the beautiful volcanic Laacher See and the Abbey near by. At Coblenz is the imposing fortress of Ehrenbreitstein, while farther up at St. Goarhausen is the Lorelei rock. At Rudersheim to Johannisberg the river narrows and is most picturesque, affording a constantly diversified panorama.

Mayence, 115 miles from Cologne, is a short distance above. This town has had a continuous existence from the first century B. C., and contains some of the most noted Roman relics in Europe.

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Near by is the health resort of Wiesbaden, from where excursions may be made to the forest district of the Taunus mountains.

The Moselle branches off southeast from the Rhine at Coblenz, and is of almost equal scenic value with the advantage of being less traveled. A most pleasant tour may be made of this district by boat, taking two days and breaking the journey over night at Trarbach. At Kreuznach outside of Coblenz is the great crag, Rheingrafenstein, rising perpendicularly from the stream and the outlaw's castle at Ebenburg. Trèves or Triev is at the border into Luxembourg. Here there is an interesting Roman amphitheater and bath in excellent preservation. From Mayence, the Rhine turns almost due south to Basle and borders the western end of the Black Forest.

From Basle the river turns at right angles and runs on to the Lake of Constance. From Schaffhausen, a sleepy little town of medieval aspect, the Rhine falls may be visited, though their reputation will suffer with the man who has seen Niagara. The river trip from Schaffhausen to Constance is a delightful one, entirely different from the other districts in its low banks. At the lake the river widens out in great bays. The lake

itself is over forty miles, and borders on five States. The town of Constance is the execution place of Huss and contains many interesting relics of the Middle Ages.

The long line of railroad from Berlin, south and east, via Leipzig to Frankfort, separates the two Central Germany forest districts. A little north of Eisenach is the way to the Harz mountain district, a section of great scenic grandeur where are wild rock cliffs, thick, black forest and the most picturesque peasant towns. The medieval village of Goslar breathes the charm of this romantic territory; it was once the seat of the Holy Roman Emperors. The Brocken with its wild crags, has appeared in "Faust" and is the scene of many tales of magic and superstition. The Valley of Ochre, Harzberg and Ilsenberg are among the finest touring sections in Europe.

South from Eisenach, which was Luther's town, rise the green wooded mountains of Thuringia, with a little milder beauty than the Harz. The Wartburg, where Luther was held, crowns a hill on the outskirts of the town. Both wooded sections are full of romance and each has its individual charm.

Directly south from Berlin the way goes into Saxony. Dresden, the chief

city, has its greatest fame through art and music. On the outskirts beyond Pirna are the peculiar rock formations of Saxon Switzerland.

Holland

Holland is characterized by the curious customs and costumes of its small towns and out-of-the-way places, by its wealth of windmills, by its tree-lined brick roads, and by the general aspect of its below-sea-level topography. Only by its dykes and its incessant pumping does it keep itself intact. Girdled with these life-preserving dykes and treading water with its windmills it manages not only to keep its head above water but with each year it tries to cheat the ocean by reclaiming a small part of its body. It has a type of scenery, therefore, all its own. Because the country is so inconceivably small the traveler can see all of it that is particularly interesting in from three to five days—a week at the most. In no other section of Europe are the distances between towns so short; in no other section are the modes and conveniences of reaching these towns so varied. If the traveler relies solely upon the railway trains to carry him from one place to another he may be compelled to wait a couple of hours in order to ride a few minutes. A

happy convenience of steam tram lines and electric services and railways and canal packets enables him to get about without loss of time and to penetrate the more remote parts of the country which one or the other of the different methods of transportation may overlook.

Only that part of Holland to the west of the Zuyder Zee is looked upon as the tourist district. Here may be found all the important places of interest, including The Hague and Scheveningen, Delft, Amsterdam, Haarlem, Rotterdam, Dordrecht and Utrecht. Volendam and the Island of Marken, just near Amsterdam, are the show places for types, while The Hague is Holland's most beautiful and most expensive city and contains the most notable works of Dutch art. But many travelers overlook what is probably the most typical section of Holland with respect to both costumes and scenery—the Island of Walcheren. Flushing, its gateway, is but two or three miles from Middleburg, the principal town of the district and containing some historic buildings. The Walcheren costume is particularly striking and a day's drive around the island will enable the traveler to obtain some comprehensive glimpses of Dutch rural life. The giant dyke at Westkapelle, next to the one at The

Helder that fortifies North Holland against the sea's encroachment, is the most important in the country and well worth inspection.

Italy

Generally speaking, Italy is a rather slovenly country. Its public buildings are constantly in a state of disrepair and the scenery along some of its railway lines resembles what might be expected in the vicinity of a municipal ash heap. Beggars are importunate, and since railway communication has put a stop to the operations of the brigands in Sicily, it is quite within the bounds of supposition that they crossed the Straits to Italy and commenced forthwith the more lucrative and scarcely less legitimate occupation of begging.

The Lake District

The Italian Lakes which are generally agreed upon as being the most beautiful in the world are found in the extreme northern part of the country, some of them indeed lying partly in Switzerland and partly in Italy, and Lake Garda to the extreme east being partly in Austria as well as in Italy. All this stretch of country partakes of the character of Switzerland in the west and of

the Tyrol in the east. The most important of these lakes are Lake Maggiore, Lake Lugano, Lake Como, and Lake Garda, the last being perhaps the most beautiful of the lot. In addition to these are many smaller and less known lakes which possess, however, exquisite beauty. Lake Maggiore is the largest (unless it be Garda) and has some wide reaches of beautiful, island set water. Pallanza, which is one of the favorite resorts on the shores, is an exquisite town. Lugano and Como are more river-like bodies of water, Como being by far the wilder of the two, the snow-capped mountains coming close to the shore at all points. The shores of all these lakes are studded with picturesque villages and private villas, and the color of the water, the atmosphere, and the shores combine in long to be remembered pictures. It is never too hot here for comfort and the summer can be passed around the lakes with entire satisfaction.

Lake Garda is not only beautiful because of the surroundings, but because of the astonishing color of the water itself, which is not unlike that of the Morning Glory Pool in the Yellowstone.

These lakes can be reached in three or four hours' ride from Lucerne or Geneva in Switzerland, or in about the same

length of time from Milan, which in turn is only a few hours' distance from Genoa. If anyone intended to do simply the lakes and the hill country, Genoa would be the proper place to land. Garda lies between Milan and Venice, although as seen from its southern extremity, at the point where the railroad between these two cities comes to its banks, it gives but a faint idea of its real beauties which develop farther to the north.

The Hill Towns

Florence may be called the gateway to the hill country, which stretches across the north-central part of Italy from the Mediterranean to the Adriatic. Crowning the hills of this region are numberless cities and villages preserving unspoiled the extraordinary charm with which the builders of the Middle Ages invested them; of the Middle Ages and still farther in the past, for here was the oldest civilization in Italy, that of the Etruscans. Volterra, for instance, was old before Rome was born, and Perugia was a power while Rome was yet a village. The landscape is the most beautiful in the country, outside of the coasts, and the ancient cities are more picturesque than can be found elsewhere in the Peninsula. The people are most kindly and courte-

ous, and the elevation prevents the temperature rising in summer beyond that which we are accustomed to here in the United States.

Perugia is absolutely startling in its unique beauty as it crouches like a lion upon its great hills. In view from its walls is Assisi, the home of St. Francis, with a church that contains some of the most wonderful coloring in the world, and streets that are perfect pictures of medieval times. Sienna has been termed by somebody "a city of the soul" and has a strangeness and a charm all its own. It would be impossible to catalog all these cities of the hills, for there are twenty or thirty of them that are all well worth visiting. No one can possibly be said to know Italy who does not know at least some of these wonderful old towns.

Normandy

Normandy, to the north of Brittany, contains no grand and imposing scenery and but few types; but its castles, cathedrals and abbeys are the finest in France. It seems to be the birthplace of ecclesiastical architecture, and in no section of Europe may the history of this architecture be studied to better advantage. Hotels are generally good and living is comparatively cheap. Ten francs

a day, added to the expense of purchasing a sectional railway ticket, will allow any tourist not afflicted with the habit of stopping at the most expensive hotels to make a profitable sojourn in Normandy. Rouen, the principal city and architectural capital of the province, and Evreux, Lisieux and Caen offer the best examples of Gothic edifices.

Norway

Norway is over a thousand miles long from the North Cape to the southern tip. Its rugged mountains, and its coast line made picturesquely irregular by the long narrow bays hemmed in on either side by towering cliffs, give the country a scenic distinction possessed by no other land. The Norwegian roads are among the finest in the world and the tourist will do much of his traveling by carriage from which the magnificence of the scenery may be duly appreciated. Another striking feature of Norway is the great number of beautiful water-falls.

In the North is the country of the Lapps, who with their reindeer beasts of burden are picturesque but personally unattractive.

Christiana, the capital, is not especially interesting from an architectural standpoint, but as the seat of government

and the usual landing place it cannot well be omitted.

Portugal

In contrast to Spain, the fertility of Portugal's soil is remarkable, and in vegetation it is probably the richest land in Europe. Grain, vegetables and fruits are easily cultivated, and the fisheries along the coast are scarcely surpassed in productiveness by the land.

No country in the world presents more variety in scenery than Portugal. Along the Tagus are marshes that remind one of parts of Holland; in the northern section are mountains that are almost Alpine in character, while the region of the Douro, with its vineyard terraces rising one above another, suggests the country of the Rhine.

The best way to reach Portugal is by boat from Southampton to Lisbon, a matter of three days' run. The Booth Line issues excursion tickets at a very low rate, and includes railroad fares and hotel coupons for an entire tour of the country. Its boats are smaller than those of the Royal Mail, which are as good as anything on the Atlantic, but are said to be very comfortable. On leaving Portugal the American traveler could go very comfortably to Madrid, a sleeping car being

run between Lisbon and Madrid three times a week, and then after seeing the cities of northern Spain work south and go home by the way of Gibraltar. This is altogether preferable to attempting to go into Portugal from Spain, and then back again, as the railroad service between southern Spain and any town in Portugal is so poor as to be practically prohibitory. The railway service in Portugal is excellent, by far ahead of Spain, and the country is full of curious and interesting places. Besides Cintra and Bussaco, whose natural beauty is unsurpassed, there is a most extraordinary shrine at Braga which is very well worth a visit. Thomar has a wonderful old castle-church above the town, where amid the crumbling walls there reposes in a glass casket the body of the Grand Inquisitor of Portugal, dead now these many centuries. You come upon this ghastly sight as you climb the lonely stairs, and believe me it is enough to give one nervous prostration, and why the boys haven't thrown stones at him through the glass during all the years that he has lain there in his solitary decay, is one of the mysteries of the country. At Coimbra there is a great university and a picturesque ruin, and a castle at Leria is also very beautiful. On the drive between

these two towns there is an ancient abbey in the florid Portuguese style which is a very extraordinary piece of architecture. South of Lisbon there is a number of interesting cities, Evora and others.

Russia

Traveling in Russia is uncomfortable and the country itself is foreboding. The distances between places are great and the rides are monotonous both on account of the dearth of enlivening scenery and the fact that Russian railroads are governmental monopolies. The customs examinations are encountered with surprising regularity all over the country. The most traveled section of Russia for the tourist is between St. Petersburg and Moscow. St. Petersburg is the great metropolis where the population is composed of a rather varied strata of society. It is a city of magnificent buildings and animated thoroughfares and it is the most unhealthy capital of Europe.

Moscow with its great Kremlin and its seething population offers many sights to the tourist and has much in common with St. Petersburg. Hotel accommodations will be found good.

Sicily

The ancient temples of Sicily, now that

brigandage has become an industry of the past, tempt the tourist continually, and the picturesque villages along the coast invite him to linger among them as long as his time allows. Types are more abundant than in Italy. Here are the ruins of the ancient city of Syracuse as well as many other Greek and Roman towns.

Spain

Spain, as a whole, is unfortunate in having her most interesting historic treasures hidden away in her most unattractive and inaccessible towns. Except in the south, the country is barren and devoid of scenic beauty, but the cities and smaller towns hold much that is of especial import to the tourist, particularly in the way of architecture influenced by Moorish design. Madrid of course should be visited by every tourist to Spain, for it is perhaps the center of the country's social life as well as being the capital. Here are the famous Prado, several fine collections of old paintings, libraries, museums and the always interesting churches. Seville, while it may not justify the old Spanish saying to the effect that "he who has not seen Seville has not seen a marvelous place," nevertheless is one of the most famous cities of Spain, as well

for what it has been as for what it is to-day. Among the smaller cities Toledo deserves especial attention, for with its great rocky hill and its half deserted, grim appearance of romantic age, it is peculiarly impressive. It is here that the Toledo blades, famous for centuries for their quality and beauty, are made. The Spanish railway gauge differs from that of the French; the trains creep along as if ashamed of themselves, as they ought to be, and rarely exceed a speed of fifteen miles an hour.

Sweden

Sweden is noted for the number of lakes within its borders—they compose one-twelfth of its entire area. One can sail directly across the country in comfortable boats by a canal which connects the Cattegat and the Baltic, and the experience is worth having.

Stockholm, the capital city, is active and bustling, and the people are pleasure-loving and courteous. There are many beautiful buildings and statues of illustrious Swedes.

Switzerland

Many Americans, asserting that they have viewed the most magnificent mountain scenery in the world in their own

country such as the Adirondacks, the Rockies, the Alleghenies, express little interest in anticipation of a visit to Switzerland. These good people should know that the scenery of Switzerland and that of the Canadian Rockies for example, while both remarkable in their grandeur and equally inspiring, are entirely different. Switzerland is unlike anything but itself. Its scenery combines in a remarkable way the wild and the cultivated. The contrasts presented in the wonderful turquoise-colored lakes, neat closely cropped meadows of the valleys, resembling patchwork quilts, with picturesque nestling villages or isolated chalets immaculate in their tidiness, stupendous crags of towering mountains with their background of snow-capped peaks, make a picturesqueness that is individually its own.

Switzerland is the playground of Europe. Its art and architecture are of no consequence, but in scenery it is pre-eminent. Its hotels are the best and most reasonable on the Continent, and it makes a specialty of catering to the tourist. In no other country may a vacation be more profitably spent. It is a paradise for the pedestrian, and the various mountain trips may best be taken on foot. The distinctive type of Swiss house, or chalet,

adds much to the general composition of almost every view. There are beautiful lakes, towering peaks, glaciers, forests of pine, and the highways and foot paths are kept in the best condition. As in Holland, there is in Switzerland a number of different methods of transportation. Steam railways, of course, intersect the country; on every lake plies a line of good steamers; funiculaire railways climb the highest peaks; and there are numerous electric lines.

The Tyrol

The Tyrol is the eastern arm of Austria that is hedged in by Bavaria, Switzerland, and Italy. One of its great attractions is this combination of the characteristics of three countries. Innsbruck is the chief city, and one of the most striking in Europe with its richly carved houses, arcades, and the beautiful snow-capped mountain rising, as it seems, almost out of the public square. The upper Inn valley is famous for the beautiful valleys, little toy-like villages, and the wonderful slopes at the foot of the snow mountains. Jenback and Ziller Tal command the tourist's attention. Farther south lies picturesque Bozen, the traveling center for the Southern Tyrol. About this town and Meran are famous castles,

some almost as they were in the Middle Ages. The views of the Dolomites from here are magnificent. Farther east lie the strange, gigantic bare rocks of the Dolomites with their twisted fantastic forms. When seen at sunset or sunrise they are marvelous.

South the Tyrol borders Lake Garda. Riva and Trient are very Italian in character, but are still Tyrolese. Beside the scenic beauties which rival Switzerland's, there is the interest of the people with their variant costumes and the pursuits and occupations of an earlier day still unspoiled by the tourist.

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SHOPPING ABROAD

SHOPPING abroad offers a problem to the traveler that is rarely, if ever, found on this side of the water; shoppers are expected to buy and not merely to "shop," as is the custom in America. The shops are for the purpose of selling goods to people who know what they want before they start from home, and not for the purpose of displaying attractive things which the shopper doesn't dream of buying until he sees them. Especially is this true in England.

Of late years, however, certain well known shops in London which enjoy the largest American patronage have condescended to allow a general inspection of what they hope to tempt the tourist with; but in most British stores the shopper is expected to make a purchase, whether the article found there suits him or not. If he does not buy he is treated coldly and even rudely by the shopkeeper and clerks. The secret of the system is this: the clerk is required to "make a sale," and a certain number of failures will lose her her position. Even the British themselves be-

moan the practice, but for many years it has been the custom in a country where Twentieth Century conditions and modern methods make the least impression upon time-honored traditions, and the shopper is powerless.

A number of years ago an enterprising business man from Chicago—Selfridge, by name—having been long associated with one of the greatest department stores in this country, conceived the idea of building a “department store” in London and operating it in the American manner. The Englishman (who has not remained silent on the subject of the invasion of his country by American business methods) smiled in his sleeve at the huge piece of contemplated folly. Yet he was interested to a certain extent, and when the store opened formally he came with his wife and daughters to look the thing over. Much of it he could not comprehend; the idea of buying groceries and drygoods under the same roof; the courteous treatment he received from the employés (of English birth, mostly, but thoroughly coached in the American system). He failed to understand the “lifts,” and when one, loaded to the gunwale, was going down, he didn’t understand why it refused to stop at the fifth or the third floor and carry him up to the seventh. And

the idea of having a restaurant on the top floor! Preposterous! And a tea room on the roof! Extr'ord'n'ry! Silly, perfectly silly, and bally tommy rot!

And so he went back home with his wife and daughters, having found a good excuse to indulge in his favorite indoor sport of writing letters to the newspapers.

For the first couple of years, the Englishman, although dissatisfied with his own system, resented the American idea and refused to patronize Selfridge's. The store lost money. But in the summer the Americans flocked to the place. It began to make the other shops "sit up and take notice." After a while the Englishman began to think there must be some little advantage in it after all. To-day you will find as many English "shoppers" in Selfridge's as there are Americans. They go in with a sneer and come out with a snigger. They are "getting the habit." By the grace of Selfridge you can now go into Liberty's and simply look around without being insulted; also in Mapin and Webb's and Jay's and Swan and Edgar's and Harrod's and half a dozen other stores, where, a few years ago, you felt like a culprit if you failed to buy something.

To walk through Bond Street from Oxford to Piccadilly is a treat for any in-

veterate shopper. The street is so narrow that you can easily vibrate back and forth. It is the most celebrated as well as the most fashionable shopping street in London. There is every kind of shop and there is every thing for sale from a six-inch roasting ear at a penny an inch to a diamond necklace worth—well, anyone can tell you what a diamond necklace is worth; but miniature roasting ears at twelve cents each held my attention longer than the diamond necklace.

In the fall, after the Americans have sailed for home, prices of many things in London drop considerably. Gloves come down a shilling or more, for example, and prices of other articles which the American dare not come home without are reduced more or less.

The so-called "Coöperative Stores" of London carry on an immense trade with those Englishmen who are not averse to paying cash on the spot, and the American patronage of them is increasing yearly. Of these there are about thirty, the principal companies being the Army and Navy Coöperative Society, the Junior Army and Navy Stores, the Civil Service Coöperative Society, and the Civil Service Supply Association. To members of the different societies or to the strangers vouched for by a member these stores sell first-class

goods at the very moderate prices which the economy of management and the satisfaction with small profits enable them to charge.

WHERE TO BUY

Amber

Naples and Rome. The Italians make good use of their sea products, and they know how to get for them their commercial worth. Although native Italians still cling to a superstitious belief in the healing quality of this particular marine plant, they are not averse to selling their surplus supply to visiting foreigners.

Artificial Flowers

Paris. The making of these counterfeits of nature has been perfected in Paris, and nowhere else can such beautiful, natural imitations be found: nor such lovely adaptations of the real flowers, in gold, in silver, in fur, in whatever material happens to be the fantasy of the moment.

Cameos

Venice and other Italian cities. Italy is helped in the present day manufacture of these quaint cut ornaments by the wonderful antique examples in her museums. The art sense is by no means dead in Italy, and her workmen have still an unerring instinct for the good in design.

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Moreover they are skilful enough to reproduce the ancient models faithfully.

China Ware and Pottery

In the cities famous for their special brands; English makes in London, Delft and other Dutch wares in Holland, Dresden ware in Germany. Nearly every one of the European countries has been at one time noted for its particular make of porcelain or pottery. Most of these national industries have been either revived or continued, and while authentic old specimens may be both rare and costly, good modern replicas are everywhere to be had, so that the traveler who has a fondness for any special sort can find it.

There are also interesting potteries of more recent introduction sold in special districts. Devonshire in England has its native ware distinguished by a good Morris green. The peasant pottery of Brittany is justly celebrated for its decorative naïveté. Paris itself has an up-to-date and very artistic *grés* invented by the modern craftsmen and used for all sorts of house ornaments such as electric light stands, flower pots, even the more delicate toilet table necessities.

Cigars

Holland and Belgium. Both countries having tobacco growing dependencies can

produce for their home markets brands of cigars which the tourist smoker will be overjoyed to find, after the absurd pencil "stogies" of Italy and the unbelievably poor tobacco of France.

Cigarettes

(Servia, Bulgaria, Russia and the Balkan States, also Egypt.) Eastern Europe and the "Near East" seem to have a special gift for cigarette making. There are plenty of cigarette makers in Constantinople and in Cairo who will furnish the tourist with a personal cigarette, marked with his monogram in gilt.

Clothes

Women's, Paris. Men's, London. Both cities have for so long held supremacy in their respective fields that their special offerings are common tourist knowledge. In general, women's gowns, both for street and indoor wear, are best bought in Paris. All the Paris department stores keep excellent ready-made models, and the Parisian dressmakers who will create a costume on short notice are legion. Their establishments are to be found over the whole city, the most expensive and the most original being those of the Place Vendome quarter, the cheaper houses scattered through the less central

districts. All of them do their work for less relatively than would dressmakers of their class in America.

Dress goods and millinery and ladies' tailors and dressmakers and everything that appeals in one way or another to *Milady Fashionable* seem to be indigenous to France. Paris is the Capital of Style in women's clothes and from there are flashed around the world the ikons and edicts that women must wear certain things certain ways this spring or next fall if they would even be glanced at by their neighbors. It is scarcely necessary to say that women's wearing apparel is cheap or expensive in Paris, according to where it is bought or who makes it. The workmanship and style vary but little among the reliable dressmakers.

Clothes, gloves, leather goods, cutlery, china, silver and silks may all be bought in London at the lowest prices. Oxford Street, Regent Street, Bond Street and Piccadilly are the fashionable shopping centers. Over there they call a dry-goods store a "drapery" and will positively refuse to understand you if you give it the American nomenclature. Of these Harrod's, 87 Brompton Road; Jay's, 243 Regent Street; Swan and Edgar's, Piccadilly Circus; Peter Robinson's, 216 Oxford Street and 256 Regent

Street; Liberty's, on Regent Street (especially for Oriental fabrics, silks and velvets); and Selfridge's, on Oxford Street, are perhaps the best known.

Unless you go to some of the fashionable tailors on Piccadilly or Bond Street you will not have to pay more than \$20 for a suit of clothes, made to order of the best cloth. But English tailors as a rule can only make an English suit—narrow-shouldered, tight-trousered and anything but stylish, as we in America are accustomed to wear them. But, of course, this is English style and every man to his taste. Most tailors will give you either an American or an English cut, according to your wish, for the same price. Among the medium priced tailors you will pay from \$10 to \$25 for a suit of clothes, made to order, of course. A dress suit and Tuxedo coat made of the best material—which would cost no less than \$150 in America—will cost \$45.

Coral

Naples and the small Italian coast towns. Coral, like amber, is a staple article of sale in Italy, and Italian workmen have arrived at treating this pretty sea product to an astonishing degree of decoration. It is made into every conceivable ornament and sold for every pos-

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sible price, depending somewhat on the tourist's knowledge of Italian trade methods. In Italy one may still bargain for an article considered by the buyer too high, and the price may thus be brought down to as little as half the original figure. At any rate it does no harm to assume a lukewarm interest in whatever is offered, for that attitude will often have quite as good an effect in lowering prices as any amount of haggling.

In purchasing the shopper must be very wary. Spurious articles are forced upon the customer every way he turns. Usually the original price is doubled by the salesman upon the first asking, and, except in the most reputable shops, you will be paying more than the article is worth if you succeed in cutting his price in half. All corals of the first water, whether beads or in setting, which are sold in Italy, come from Japan. But the cheaper and inferior corals found in Italian waters can be "doctored" and made to look suspiciously like Japanese corals. It is wise to seek the advice of someone familiar with the different species before purchasing, else milady will wonder, when the weather becomes warm, where the pink paint on the collar of her shirtwaist came from. It is not wise in Italy to buy anything in the presence of a guide nor upon the rec-

ommendation of the hotel *concierge*. There is an old proverb about "honesty among thieves," and these fellows never fail to receive their commissions, on your purchases from the dealer, all of which comes out of your pocket.

Cutlery

London and German cities.

Diamonds

Amsterdam and Milan.

Dress Goods

London, Paris and Switzerland. Woolen stuffs can nowhere be bought to such good advantage as in England. Suitings of all sorts, but especially the English and Scotch mixtures and the Irish home-spuns, are of wonderful wearing qualities and good appearance. Their prices are not high. Lighter weight materials, like silk, lawns and prints, are best in France and Switzerland, since both countries manufacture them. There are some print mills also in the disputed Alsace territory, famed for the fresh and dainty colors and the pretty designs of their cotton prints. These plants all feed the markets of the near by large cities, where a wide assortment of lovely materials can always be found.

Embroideries

Germany, Switzerland, Belgium and France. All hand work is amazingly cheap on the Continent, and the tourist is continually agreeably surprised at the small charge made for embroidery and lace. Much of the work in the countries where these trimmings are to be had is done by the peasants in their leisure time, and since it is looked upon by them largely as a pastime, they are satisfied with small profits.

In Germany may be found the most exquisite embroideries, done during the winter months by the women of the country districts. After working in the fields all summer it would seem the natural thing for a German woman to do to putter about the kitchen in winter and attend to the thousand and one household duties that must needs suffer more or less while she lends a hand in reaping the harvest. So she does, too, I have no doubt, but she also finds time to do a little fancy work. The women folk of whole districts work together all winter to supply this or that Berlin or Dresden or Munich merchant with beautiful needlework. Once I saw in Berlin the most wonderful tablecloth, almost wholly covered with exquisite embroidery in white. A price tag of 400

marks was attached. I am ashamed to mention what the same thing would have cost in this country. The German women are also noted for a very effective style of linen drawn work, not flimsy and unserviceable like the Mexican work, although less delicate in design.

Engravings and Reproductions

Berlin, Dresden and Munich. Germany is the home *par excellence* of modern color printing, though for work of the very first rank, for elaborate *editions de luxe*, France is a close second. Most of the truly artistic picture post cards sold everywhere on the Continent are printed in Germany. So too are the admirable color reproductions of the celebrated paintings in the picture galleries. The dexterous Germans have invented a color reproduction which they print on canvas, and which comes very near to being a facsimile of the original.

Filigree Work in Gold and Silver

Genoa, Florence and other North Italian cities. In this work, as in the making of cameos, the Italian jewelers have had many wonderful models to copy, only these models are even older, for many of them are of Etruscan origin. The delicate scrolls, with their little accents of

polished knobs, are essentially Etruscan in spirit, and may even be of Greek inspiration. This particular work is very lovely in gold, but much of it is also effectively reproduced in oxidized silver in combination with stones of good contrasting colors, like lapis lazuli, agate turquoise, and coral.

Furs

Berlin, Paris, and Russian and Scandinavian cities. The countries of Northern Europe, being nearer the base of supplies, offer the best buying centers for furs. Fur garments, however, are not so modishly made, naturally, there as in Paris, and the tourist who contemplates investing in furs may find it an advantage to buy the pelts in Russia, for instance, and take them to Paris to have made up. Parisian ingenuity can do wonders with fur, and it is there combined with unfailing skill with every known other material from lace, beading, and chiffon, to velvet and broadcloth.

Gloves

London, Paris, Brussels and the large Italian cities. The styles of gloves vary very much in different countries. For gloves intended for street wear no one can do better than to buy in London. The

turned seams are smart and the general cut in keeping with the severity of an outdoor costume. Dress gloves can be bought better in Paris and in Brussels than in London. Long gloves, more particularly the soft suedes, are cheap according to American standards in both places. The glacé gloves are of pliable kid and pleasant to wear. The French make an uncommonly durable silk glove which is a good investment, and all French people, both men and women, wear the sturdy lisle gloves of French manufacture. The tourist who is not above saving the wear of his or her kid stock may safely take to the lisle variety while traveling. The gloves of Italy have the reputation of wearing badly, but as they are sold for nearly nothing this defect can be overlooked. Short gloves can be had in Florence and Rome for as little as twenty cents the pair.

Hats

Women's, Paris. Men's, London. The same advice holds good in respect to the headgear of men and women as to their other wearing apparel. American men's hats are not unknown abroad, and if a man has a preference for a special make, he can most likely find it, either in Germany or in Italy. England certainly

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sets the fashion in tourist hats, men's. France makes no such distinction in women's hats, for no French woman would wear the plain unadorned walking turban liked by both English and American women more accustomed to the requirements of traveling. French hats can be depended upon to be "dressy," but they are also most adroitly and artistically designed. Liberty's, in both their London and Paris shops, sell very good, very cheap, woven straw and grass outing hats which when trimmed with a scarf of interesting colors, make admirable additions to a traveling wardrobe. In some of the Italian cities pretty braided straws are sold, and a hat of closer weave not unlike the Panamas, but much more reasonable in price.

Inlaid Work

The Turkish bazaars are the most interesting shopping districts throughout the Balkan States. Useful and ornamental brass and copper articles, inlaid with gold or silver, sell at very reasonable prices; and the student of Oriental rugs may pick up a creditable Anatolian now and then for comparatively nothing—but it takes a student to tell the difference between a good piece and poor one.

And speaking of rugs, I know a fellow

who has one for sale for a dollar and a half. He is a swarthy Arab who stands on the pier at Algiers where the steam tender lands the shiploads of passengers going ashore for the day. It looks from a distance, this rug, as if it might be worth fifteen or twenty dollars, maybe. But the reason I think the Arab still has it is because he offers it to all comers for eighteen pounds—in round numbers, \$90. He will be on the pier still when you come to take the tender to board the ship in the evening, but he will have cut his price in half. While the tender loosens her moorings he will cut his price in half again, and by the time the boat is ready to leave the dock he will make a terrible sacrifice and say that he will part with the rug for exactly six shillings.

Ivories

Brussels. Belgium has a permanent ivory producing field to draw from in her Congo possessions: consequently her shops show a large assortment of ivory objects. They are sometimes as skilfully carved as if they were Japanese. Many small ivory souvenirs at attractive prices are everywhere seen, some of them simply ornaments, some of them having a possible use, like the tiny sets of ivory dominoes.

Jewelry

Paris, Milan, Geneva, Lucerne and southern German cities. In no other sort of decoration has the modern art movement taken such a firm hold as in the making of jewelry. No other designs are employed nowadays by Continental jewelers, except reproductions of accepted old settings. The *art nouveau* seems peculiarly suited to ornaments, and, while the German, Swiss and French manners of developing it vary greatly, all these countries have come to utilize it. The good jewelry of Paris is expensive but very choice. The best is made by genuine artists. The cheap Parisian jewelry is often very pretty and the enamels wear well enough to warrant their purchase. The Swiss and German modern designs are sometimes a bit extreme and occasionally meaningless, but on the whole both countries make interesting pins, chains, belt buckles and hair ornaments. The enamels are especially good. Italian jewelry is more affected by traditions than is that of the northern countries. Milan has a glittering array of jewelry shops in its fine arcade.

Lace

Brussels, Paris, Venice, Malta, Seville

and Ireland. All of these countries have laces as distinctive as their languages, and the tourist who knows the makes will revel in the beautiful modern work. In some places the lace industry has continued without interruption during the five or six centuries since lace was first introduced into Europe. In others it has been allowed to lapse and has then been revived, sometimes through the philanthropic enterprise of a society interested in the arts of the land. In Ireland, in France and in Italy such societies, all under very aristocratic patronage, have been instrumental in recreating a lace industry among the peasants, thus preserving a distinctly national employment. Lace in Europe is not relatively expensive, and occasionally very lovely and rare pieces can be picked up in second hand shops by any one who is a good judge of laces.

The most fashionable and expensive shops in Brussels, carrying goods of a general character, are to be found in the Rue de la Madeline and the Rue Royal, while other good ones hold forth in the Boulevard Anspach, Rue Neuve and Rue des Fripiers.

Leather Goods

London. English people travel more than any other Europeans, which may

perhaps account for the fact that all the appurtenances of traveling are better made there than on the Continent. Trunks, hampers, traveling bags, the characteristic tea basket, hand-bags, rugs, hold-alls, even the smallest necessities for the trunk or the bag—these are things to be purchased in London. Under no circumstances waste your money in the purchase of a “second-hand” trunk or hand-bag. Establishments selling these attractive looking articles are scattered over London. In almost every instance they are made of inferior leather and put together in a hap-hazard, perfunctory manner which permits them to stand up well only under the sign on the sidewalk.

The foreign retailer does not seem to have the same sense of honor that characterizes his brother in America. In London it is well to buy carefully if you are dealing at a small shop. In purchasing anything where the quality can be concealed such as in leather goods, go to one of the large stores or to a shop that has been recommended. The recent experience of a friend of mine will illustrate this point. He was walking along the Strand one afternoon and chancing to see some attractive looking suit cases in a leather goods store, went in to inquire the

prices. Some were more expensive than he wanted to pay and the salesman thereupon showed him a number at a much lower price, explaining that they were second-hand goods, although no sign of wear appeared on them, which accounted for so reasonable a price. They were cases he said that had been turned in by army officers who had returned from colonial service and were glad to get what they could for luggage that they would have no occasion to use again. My friend after bargaining, as is the usual custom, purchased for twenty-five shillings a splendid looking, seemingly new, dark pig skin case, hand sewn and guaranteed solid leather. The following week end it was used on a trip to the country with the result that the seams opened up, the thick "solid leather" frayed out and upon examination the suit case was found to be constructed of brown paper with a very thin veneer of leather. The dealer was insulting when it was brought back and he utterly refused to do more than exchange it for a much more expensive case. This particular concern happened to have stores at 55 Strand and 163 A Strand, but there are probably many more of the same type among the many shops, the most of which are unquestionable honest.

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Linens

Germany and Ireland. Although these two countries offer a larger assortment of linens, this ancient and durable material may be had almost anywhere in Europe at small cost. The humblest households use linen sheets, and linen laces are abundant everywhere. Hand looms are still in use in obscure places, and the linens thus made are as lasting an investment as are diamonds.

Mosaics

Venice, Florence and Rome. All Italians excel in the making of mosaics. It is only a modern continuation of a very old Roman craft, but to-day it is applied to small objects for personal adornment as well as to larger pieces of furniture for household use. Many lovely brooches, belt buckles and hair ornaments may be bought everywhere in Italy, done in beautiful mosaic. Unfortunately they are seldom mounted in either gold or silver, and in wearing the settings soon become tarnished. However, since the mosaics themselves are so good, and often artistically done, they repay remounting,

Motor Apparel

London. Motoring being the newest

outdoor sport—excepting the exciting and prohibitive aviation—England naturally provides for it as she does for all outdoor pursuits.

Pearls

Rome and Florence.

Pipes

Meerschaum, Vienna and Buda Pesth. Briar, London. It is well to look for any article in the land where it is used most, and the favorite pipe of the native is apt to be the best. So, of course, the meerschaum will be found as an inevitable accompaniment in beer drinking lands. The Englishman's short briar pipe is another national institution. Of late years, through a spirit of imitation, young Frenchmen have taken to smoking pipes, and Paris therefore presents no mean assortment of them.

Roman Antiquities in Jewelry, etc.

Rome and Naples. Southern Italy, since its recently made explorations, has been quick to see the commercial value of antique reproductions. They are made with discrimination and skill, and are therefore not a bad souvenir investment.

Silks

London, Paris, Lyons and Milan. All

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of these cities sell dependable silks and this is a material which can be had much more reasonably in Europe than in America. Certain places, like Lyons, are noted for nothing else. The silk industry of Lyons is now some 500 years old and yet that city still holds first place in the quality and range of its silk products.

Silverware and Sheffield Plate

London.

Shoes

For Americans, only the large cities. American shoes have gained a certain reputation abroad, and many Europeans wear them in preference to any others. For this reason agencies for well-known American makes can be found in most of the large cities. English shoes come nearer in form to those worn by Americans, but they are not so well finished. French shoes are quite impossible for an American foot.

Tobacco for the Pipe

London. An inveterate pipe smoker will be wise to provide himself while he is in London with a kind of tobacco he can smoke. It is more satisfactory to pay the duties levied on tobacco by the Continental countries, and to be sure of real to-

bacco, than to trust to the uncertain quality of that offered elsewhere.

Toilet Articles

Paris and throughout Germany. These are things which properly come under the elastic title of *neuveauté de Paris*, and which Paris makes to perfection, putting into their conception and finish the fullness of French ingenuity and French taste. Germany follows the French designs.

Tortoise Shell

Naples and Rome. This is another sea product most adroitly treated in southern Italy. It is made up into every conceivable small article for human use, including lamp and candle shades.

Turquoises

Paris, Vienna, Rome and Florence. Practically all the turquoise sold in Europe, either mounted or unmounted, comes from Persia. Certain cities are the favorite clearing places of the small dealers who traffic in these pretty stones, and they are the places whose jewelers have a special fondness for the warm and sympathetic Eastern blue, and who know how most becomingly to cut and mount the stones.

Umbrellas

Cologne and other German cities, Milan and Switzerland. Neither England nor France is an especially good place to buy umbrellas, for neither the French nor the English carry them when they can avoid it, and for very different reasons. The English dress for bad weather and, except in a drenching downpour, scorn the shelter of an umbrella. The French, despite their uncertain climate, likewise dispense with this homely article precisely because they consider it unlovely. Parasols, now, are quite another matter. They can be treated as part of an elaborate toilet. They are of wonderful variety and originality in France.

Underwear

Silk, Milan and Paris. Woolen, Edinburgh and Glasgow. Silk is a material which permits of elaboration, hence its more frequent use among the Latins than wool, for underclothing. The underwear of France, Belgium and Italy is most often of silk, both of good quality and good style. The woolens of England are unquestionably better than those of the Continent, though it must be confessed they are more practical than beautiful in cut.

Walking Sticks

London. England is the home of the cane. It is as necessary to an Englishman's comfort as his pipe. Therefore, although walking sticks are everywhere sold, they are nowhere so "smart" as in London.

Watches

Lucerne and Geneva. Swiss watches need no introduction to travelers: their merited renown is of too long standing. They are sold by all jewelers of all lands, but of course the logical place to buy them is where they are made.

Waterproofs

London. This provision for rain the English do allow. They make waterproofs almost as well as they do cloth suits, and their rubber-growing colonies provide them with an inexhaustible supply of genuine rubber of a wearing quality almost unknown in these automobile days.

Wood-carving

Switzerland, the Black Forest, Norway and Sweden, the Harz Mountains, Sorrento. This is a handicraft which, like the feminine lace-making, has not been

permitted to lapse in Europe. Carving wood is how the Swiss peasants spend their spare time and the results of their labors—bookracks and cuckoo clocks and salad tools and nut crackers and furniture *ad infinitum*—compose the stock in trade of a number of shops in every town and city.

Miscellaneous

Paris has in addition to her many regular stores, a sort of magnified Old Curiosity Shop, where all manner of curious second-hand things may be bought, such as old draperies, jewelry, brass, clothing, fans, rugs, trinkets—in fact, almost anything that you may desire to purchase. This permanent sale is held in the so-called Temple in one of the poorest sections of the city. It is quite freely patronized by art students and is well worth visiting, as much for its curious interest as for the chance of picking up desirable bargains.

VI

AUTOMOBILE TOURING ABROAD

EUROPE is a veritable paradise for automobile owners, and to cover Europe or part of it *en auto* is certainly the most delightful, although the most expensive, method of seeing the countries and their peoples. Good roads cross and recross the Continent like the strands that bound Gulliver, and good hotels all but rub gables with each other.

Everything considered, France is perhaps the most remunerative country through which to motor, although Germany, Austria, Northern Italy, Switzerland and Belgium are not far behind; and I cannot imagine a more pleasant way to see little Holland than to sweep along its brick paved roads in a comfortable car. For American drivers, used to long stretches of straight roadway, England is at first very difficult and trying to negotiate in a motor. The roads, although well made, are narrow and very crooked, and the hedges at the sides obstruct the view ahead so that more than a nominal speed cannot be attained without risk. The custom of driving to the left and passing to

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the right, the reverse of our own, is also tantalizing at first.

The American Express Company is probably the best known firm packing and shipping automobiles from this country to Europe. The rates of transportation range from \$75 to \$200, according to the size of the car. The case in which the car is packed may be stored at the port of embarkation abroad and used again on the return voyage.

No duty is imposed upon an automobile entering England, Scotland or Ireland, but lights and horn are carefully examined and must be in good working order. Licenses will cost from \$10 to \$25, according to the weight of the car. A registration fee is also required, costing approximately \$5. The speed limit in England is fifteen miles an hour over country roads and eight miles in the cities. Petrol, the general commercial name for gasoline abroad, costs between 24 and 36 cents a gallon.

Crossing the Channel from England to France, the car may be shipped uncrated on any of the steamers, if accompanied by the owner or his representative. Application for deck space, giving the length, width and height of the car over all, should be made as early as possible. The steamers being comparatively small, their deck space is limited.

The rate of transportation of an uncrated car shipped from Folkestone to Boulogne at the owner's risk is \$25; at the risk of the company, about \$38. The rate from Newhaven to Dieppe at the owner's risk is \$22.50; and at the company's risk, \$30.25, with the additional fee of \$1 per ton weight. From Southampton, Cherbourg or Havre the rate, when the weight of the car does not exceed one ton, is about \$12. It is about \$18 if the car weighs between a ton and a ton and a half; and about \$24 if it weighs between a ton and a half and two tons.

The duty on motor cars in France is rather high, but there is the consolation that the amount paid will be returned to the motorist at the frontier when leaving the country, if within six months. The rate of duty is 50 francs (\$10) for approximately every 200 pounds over 275. If the car weighs less than 275 pounds, and no car does, the duty will be \$24. A leaden seal is attached to a conspicuous part of the car to show that duty upon it has been paid; it will be removed at the frontier when the motorist has surrendered his certificate and the amount of duty has been refunded.

French regulations require that every automobile in use in the country must be registered. The application for such

registration must bear a sixty centime stamp and include such information as the name and address of the owner of the car, the number of the motor and the name of the maker. After the registration has been made and properly noted by the authorities, a certain number will be allotted, which must be displayed both at the front and rear of the car.

This is about all that happens to the car. Next comes the driver; and the French authorities are as strict about the competence of the person who runs the car as they are about the car itself. The driver of a car in France must undergo an examination to prove his ability as a chauffeur—a wise regulation and one that might well be adopted in America. He must also supply the *département* with three unmounted photographs of himself, a passport or some other paper of equal authenticity as to the date of his birth, and his home address. If the applicant weathers all these specifications he will be supplied with a little red card upon which is stated that he may drive a motor car on French soil.

Petrol costs about thirteen cents, or from sixty to seventy centimes, a liter in Paris. In the rural districts it costs only about half as much. When entering the capital every gasoline tank is examined

so that the tourist will not be running his motor at the rate of seven cents per liter of gasoline any longer than the law allows. Country hotels rarely charge garage dues; the simple fact that the motorist has chosen that hotel in preference to another is considered sufficient. Rural France has practically no speed limit, but drivers are more than cautioned to be careful and the car must be at all times under perfect control. Arrest will be sure to follow the taking of an undue risk on the road. Ten miles an hour is supposed to be the limit in the cities, and both a white and a green light must be shown on the front of the car after dark.

Members of the American Automobile Association will do well to apply for membership in the Touring Club of France. This organization furnishes its members with the best road maps, authorizes them to demand a reduction of ten per cent. at certain hotels on the road, issues free permits for other countries and to enter or leave any other country as often as they wish without being compelled to pay the otherwise necessary duties. Application for membership may be made in person or by letter at 65 Avenue de la Grande Armée, Paris, and will be granted immediately. A description of the applicant's car in detail, and the owner's name and

address and number in the A. A. A. must be given.

On entering Belgium a twelve per cent. ad valorem duty upon the car is imposed, which payment is refunded at the frontier when leaving the country. In other respects the regulations are similar to those of France.

Switzerland is unpopular with motorists for the reason that the rules are so exacting that only a veritable saint could comply with them. When an accident does happen, as it will sometimes, the motorist is invariably the party to be held responsible, no matter on whose side the blame lies. The duty of \$4 per 100 kilograms of weight on the car is refunded at the frontier when leaving the country, as in France and Belgium. At night the car must carry a white and a green light in front and a red light behind. The foot and the emergency brakes must each be able to stop the car within thirty-three feet (two meters) when moving at the maximum legal speed, which is about nineteen miles an hour in the country, six and a quarter miles in the cities, towns, or on mountain roads, and even slower than this when conditions require. The car must be stopped when meeting a Government stage on the road, or a horse that appears frightened. A permit to

drive is always necessary unless the driver can produce a permit issued by his own Government and when that Government and Switzerland act upon a reciprocity basis with regard to these permits.

The same rule as stated just above applies to foreign drivers in Italy, and five days after arrival is the time limit for obtaining a permit, either upon this reciprocity basis or by examination. For a car weighing 1,200 pounds (500 kilograms) or under the duty is \$40, and will be refunded upon leaving the country within six months. Petrol in Italy costs about as much as it does in Paris.

Austria discriminates a little and charges 130 *kronen* duty on the car and 10 *kronen* per 220 pounds (100 kilograms) on the weight of the motor—all of which is refunded when the car leaves Austrian territory.

Duty is not often demanded in Germany when the person accompanying the car can show a passport and prove by convincing argument that the car has been in his possession a certain length of time. Such is also the case in Holland, but a permit to drive must be obtained from the Secretary of Public Works and countersigned by the customs authorities. Petrol in Germany costs about ten cents (40 pfennigs) a gallon.

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Denmark imposes no duty if the owner of the car signs a written declaration that he is touring and will remain in the country only for a limited period.

It is a very humorous experience even to travel by rail in Russia—after it is all over—but it is about twice as difficult and exasperating to try to take a motor car through the country as it is to attempt to travel through without a passport. “And that reminds me:” I once heard of a man who failed to procure this most necessary document before invading Russian territory, and for some reason or other the army of officials at the frontier neglected to question him. His train had rolled along well into the interior before a zealous somebody demanded his passport. Not being able to produce one, the official said he would have to leave the country. There was no other alternative. The traveler was bundled off at the next station, and, under the supervision of the station master, was bundled aboard the next train going west. Inside of an hour an official demanded his permit to *leave* the country. The traveler confessed he was just out of permits. Without the necessary permit he could not cross the frontier, so, the official said, he would have to get off. With no passport to stay and no permit to leave, how he

finally arranged matters remains a mystery.

But to come back to automobiling, the would-be motorist through Russia must first make application for a permit to the Secretary of Finance, affixing thereto stamps worth at least eighty *kopeks* (forty cents) and stating therein at what point he will enter the country, how long he expects to remain, and from what point he will leave. By the time the permit is forthcoming after the application has been made, the project may have escaped the motorist's memory altogether. If he is persistent about it and finally succeeds in obtaining the permit, he will have to pay duty on his car. The amount is supposed to be refunded when he leaves Russia, but in nine cases out of ten he will have to wait until it suits the convenience of the customs authorities to refund it.

American-built automobiles, if they have been registered by their owners before going abroad, will be admitted again into the United States free of duty, provided they have not been improved upon abroad to a further extent than repairs which were absolutely necessary, and even these must not have cost in the aggregate more than ten per cent. of the original cost of the car. Cars of foreign manufacture

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taken abroad for touring purposes, duty having already been paid upon them, may be brought into the United States by the owner, or within thirty days after his arrival, under the same stipulations as regard repairs.

VII

HOTELS AND HOTEL LIST

A PARTMENTS and accommodations in general, except meals, being taken into consideration, hotel expenses abroad are no lower than they are in America. The "first class" hotels abroad charge as much for a room as they do on this side of the water, and in many cases these rooms are vastly inferior.

Meals taken in the hotels are more expensive than the same meals taken in the restaurants about town. The cheapest method is to arrange only for room and breakfast, taking lunch and dinner when you will and wherever is the most convenient.

Hotel proprietors in Europe have a most profound regard for the personal letter written in advance and stating the number of rooms, on which sleeping floor they are desired and the price the writer is willing to pay for them. The nearer the top of any hotel the cheaper are the rooms, but the height makes little difference these days when the elevator is so generally installed. Writing in advance is the method of the European himself,

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and "when in Rome," you know—. Whenever practicable, therefore, write on in advance to the hotel selected, specifying the number of rooms desired and the price. You will be invariably accommodated, and in a better manner than if you waited until you arrived to dicker with the proprietor in person.

Keep accurate account of your hotel expenditures and never fail to add up the items on the bill yourself. A franc or two is often added with a smile by the head waiter, and is as smilingly subtracted the moment his attention is called to the error in addition. For this reason it is imperative that the traveler familiarize himself with the monetary system of the country.

HOTEL LIST

AUSTRIA

BOTZEN: Victoria, Kaiserkrone, etc.

BUDAPESTH: Hungaria, Royal, Queen of England, Erzherzog, Stephan, *Orient, Budapesth, etc.*

GRATZ: Elephant, Florian, Golden Lion, etc.

INNSBRUCK: Tirol, Europe, Goldene Sonne, Victoria, Kayser's Pension Hotel, *Hapsburg, Kreid, etc.*

ISCHL: Kaiserin Elizabeth, Bauer, Victoria, *Kaiserkrone, Stern, etc.*

LANDECK: Post, Goldener Adler.

LINZ: Erzherzog Karl, Goldener Adler, etc.

MELK: Lamm, Ochs, Köttl.

PRAGUE: de Saxe, Victoria, Schwarzes Ross, Royal, Blauer Stern, *Erzherzog Stephan, Goldener Engel.*

PRESSBURG: Grüner Baum, National, etc.

SALZBURG: Europe, Austria, Nelböck, etc.

TRIESTE: de la Ville, Delorme, Europe.

TRENT: Trento, Carloni, Agnello d'Oro.

VIENNA: Imperial, Archduke Charles, Grand, Metropole, Bristol, Austria, etc. *Klomser, London, Ronacher, etc.*

BELGIUM AND HOLLAND

AMSTERDAM: Amstel, Bible, Victoria, Brack's Doelen, *American, Palais Royal, Suisse, Polen, etc.*

ANTWERP: Grand, St. Antoine, de l'Europe, Grand Hotel Weber, *Commerce, Queen's, d'Angleterre.*

BRUGES: de Flandre, du Commerce, *Windsor, Sablon, etc.*

BRUSSELS: Grand, Bellevue, Metropole, Astoria et Mengelle, Wiltcher's, de l'Europe, Central, Bordeaux, etc.

CHAUDEFONTAINE: des Bains, d'Angleterre.

GHENT: de la Poste, Royal, *de l'Etoile, d'Allemagne.*

HAARLEM: Funckler, Lion d'Or, *Leeuwerik.*

THE HAGUE: des Indes, Vieux Doelen, Paulez's, Bellevue, Central, etc.

LEYDEN: Lion d'Or, Levedag, *Central.*

LIEGE: de Suede, d'Angleterre, *de l'Univers, du Chemin de Fer.*

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MALINES: La Station, Beffer, Buda, de la Coupe, Cheval d'Or.

OSTEND: Continental, de l'Ocean, de la Plage, *Imperial, du Phare, Allemagne, etc.*

ROTTERDAM: Maas, Leygraaf, France, St. Lucas, Victoria, Weimar.

SPA: de Flandre, Orange, des Bains, Britannique, etc.

UTRECHT: Pays-Bas, de l'Europe, Bellevue, de la Station.

VERVIERS: Londres, Chemin de Fer, d'Allemagne.

BRITISH ISLES

ALUM BAY: Royal Needles.

AMBLESIDE: Salutation, Queen's, White Lion, Waterhead.

ARDRISHAIG: Royal, Lorne.

AYR: Station, King's Arms, Dalblair, *Ayr Arms.*

BANAVIE: Banavie.

BANGOR: George, British, Castle, *Railway, William's Temperance.*

BATH: Grand Pump Room, York House, Royal, etc., *Christopher.*

BEDFORD: Swan, Red Lion, *George.*

BELFAST: Grand Central, Imperial, Avenue, Queen's, Station, *Wilkinson's.*

BETTWS-Y-COED: Royal Oak, Waterloo, *Gwydyr, Glen Aber, Craig-y-don.*

BIRMINGHAM: Queen's, Great Western, *Plough and Harrow, Midland, Cobden, Swan, Acorn.*

- BLAIR ATHOLE: Athole Arms, *Glen Tilt*.
BONCHURCH: Bonchurch.
BOSTON: Peacock, Red Lion.
BOWNESS: Old England, Royal, Crown, Belsfield.
BRADFORD: Victoria, Alexandra, Talbot, etc.
BRIDGE OF ALLAN: Royal, Queen, Hydropathic.
BRIGHTON: Grand, Bedford, Norfolk, Albion, New Steyne, Queen's, *Gloucester, New Ship, King's Arms, Hollywood, Queen's Head, Crown, White Lion, etc.*
BRISTOL: Royal (near cathedral), Grand, Royal Talbot, etc. At CLIFTON: Clifton Down, St. Vincent's Rocks, etc.
BROADSTAIRS: Ballard's, Albion, etc.
BUXTON: Empire, Palace, St. Ann's, Crescent, Royal, Burlington, *Eagle, Shakespeare, etc.*
CALLANDER: Dreadnought, Ancaster Arms, Hydropathic.
CAMBRIDGE: University Arms, Bull, Red Lion, Hoop, *Livingstone* (temperance).
CANTERBURY: County, Fountain, Rose.
CAPEL CURIG: Royal, Bryntyrch.
CARLISLE: County Station, Central, Bush, *Crown and Mitre, Viaduct, Graham's.*
CARNARVON: Royal, Royal Sportsman, Castle, *Prince of Wales.*
CHATSWORTH: Chatsworth (at Edensor).
CHELTENHAM: Plough, Queen's *Royal, Fleece, Bellevue, Lamb.*
CHEPSTOW: Beaufort Arms, George.

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- CHESTER: Queen (at station), Grosvenor, *Westminster, Blossoms*.
- CHICHESTER: Dolphin, Eagle.
- CONWAY: Oakwood Park, Castle, Erskine Arms.
- CORK: Imperial, Royal Victoria, Moore's.
- COVENTRY: Queen, King's Head, Craven Arms.
- DONCASTER: Angel, Reindeer.
- DOVER: Lord Warden, Grand, Dover Castle, King's Head, *Shakespeare, Burlington, etc.*
- DUBLIN: Shelbourne, Gresham, Metropole, *Cecil, Barry's, Gough's, etc.*
- DUMFRIES: King's Arms, Commercial, Station.
- DUNBLANE: Stirling Arms, Hydropathic.
- DURHAM: County (the best), Rose and Crown, Waterloo.
- EDINBURGH: Royal, Balmoral, Carlton, North British, Caledonian, etc., *Douglas, Cockburn, Imperial, etc.*
- ELY: Lamb, Bell, *Angel*.
- EXETER: Rougemont (near Queen St. station), Clarence, Queen's, *New London, Half Moon*.
- FURNESS ABBEY: Furness Abbey Hotel.
- GIANT'S CAUSEWAY: Causeway, *Kane's Royal*.
- GLASGOW: St. Enoch's, Central, North British, Windsor, Grand, Royal, etc., *Steel's, Cockburn, etc.*
- GLASTONBURY: George, Crown, Red Lion.

- GLOUCESTER: Bell, Wellington, *New Inn*,
Fowler's (temperance).
- GREENOCK: Tontine, White Hart, Royal,
etc.
- HARROGATE: Queen, Granby, Prince of
Wales, Majestic, *Royal, Empress, etc.*
- HARROW: King's Head, Railway.
- HARWICH: Great Eastern.
- HASTINGS: Queen's, Marine, Grand, Al-
bion, Albany, Palace, *Royal Oak, Gros-
venor, etc.*
- HEREFORD: Green Dragon, *City Arms*,
Mitre.
- HOLYWELL: King's Head.
- INVERNESS: Caledonian, Station, Royal,
Imperial, Victoria, *Waverley, etc.*
- INVERSNDAID: Inversnaid.
- IONA: St. Columba, Argyll.
- KEIGHLEY: Devonshire Arms.
- KENILWORTH: Abbey, King's Arms.
- KESWICK: Keswick (at station), Queen's,
Royal Oak, Lake, Derwentwater.
- KIDDERMINSTER: Lion, Black Horse.
- KILLARNEY: Great Southern, Royal Vic-
toria, Railway, Lake, *Graham's, O'Sul-
livan's* (at Muckcross).
- LANARK: Black Bull, Clydesdale.
- LEAMINGTON: Regent, Manor House,
Clarendon, *Bath, Crown, etc.*
- LEEDS: Queen's (at Midland station), Met-
ropole, Great Northern Station, *Trevel-
yan, Griffin*.
- LICHFIELD: George, Swan.
- LINCOLN: Great Northern Station, White
Hart, Saracen's Head.

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- LIVERPOOL: North Western Railway, Adelphi, Lancashire and Yorkshire, Grand, Imperial, *Compton, Alexandra, Angel, Shaftesbury.*
- LLANBERIS: Victoria, Padarn Villa, Dolbadarn.
- LLANDUDNO: Imperial, Queen's, Marine, St. George's, *Prince of Wales, Westminster, etc.*
- LOCH KATRINE: Stronachlachar.
- LONDON: Cecil, Savoy, Royal, Metropole, Victoria, Grand, First Avenue, Russell, Charing Cross, Inns of Court, Morley's, Windsor, Westminster Palace, St. Ermins.
- LONDONDERRY: Jury's, Imperial, City, etc.
- MANCHESTER: Queen's, Grand, Grosvenor, Albion, Victoria.
- MARGATE: York, White Hart, Elephant.
- MATLOCK BATH: New Bath, Royal, Temple, Terrace, *Devonshire, Hodgkinson's, etc.*
- MAUHLINE: Loudoun Arms.
- MELROSE: Abbey, George, King's Arms.
- MONMOUTH: Beaufort Arms, King's Head, Bridge, Angel, etc.
- NEWCASTLE-ON-TYNE: Station, Central Exchange, Douglas, County, Turk's Head, York, etc.
- NEWHAVEN: Ship.
- NEWPORT, ISLE OF WIGHT: Bugle, Warburton, Star, Wheatsheaf, etc.
- NORWICH: Maid's Head, Royal, Bell, Castle.

- NOTTINGHAM: George, Portland, Flying Horse, Caledonian (temperance).
- OBAN: Great Western, Alexandra, Station, Caledonian, Craig-Ard, Columba, Royal, *King's Arms, Argyll, Victoria, etc.*
- OXFORD: Randolph, Clarendon, Mitre, *King's Arms, Roebuck, Golden Cross.*
- PAISLEY: George, County, Globe.
- PENRITH: Crown, George.
- PETERBOROUGH: Great Northern, Grand, *Angel, Bull.*
- PLYMOUTH: Duke of Cornwall, Royal, Grand, Albion, Chubb's, Lockyer, etc.
- PORTRUSH: Northern Counties, Antrim Arms, Coleman's.
- PORTSMOUTH: George, Central, Keppel's Head, etc.; at SOUTHSEA: Esplanade, Royal Pier, Queen, etc.
- QUEENSTOWN: Queen's, Beach.
- RAMSGATE: Granville, Albion, Royal, etc.
- RIPON: Unicorn, Crown, Black Bull.
- ROCHESTER: Crown, Victoria and Bull, King's Head.
- ROSS: Royal, Swan, King's Head.
- ROWSLEY: Peacock.
- RUGBY: Royal George, Horseshoes, Eagle.
- RYDE: Royal Pier, Esplanade, Marine, Eagle, *Crown, York, etc.*
- ST. ALBANS: Peahen, George.
- SALISBURY: White Hart, New County, Angel, Red Lion, Cathedral, Old George.
- SCARBOROUGH: Grand, Crown, Prince of Wales, *Pavillion, Queen, Castle, etc.*
- SHEFFIELD: Victoria, Midland, Royal, *King's Head, Albany, Angel.*

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- SOUTHAMPTON: South Western Railway, Radley's, Dolphin, Royal, Star, Crown, Flower's, Railway.
- STIRLING: Golden Lion, Royal, Station.
- STRATFORD-ON-AVON: Shakespeare, Red Horse, *Falcon*, *Golden Lion*.
- TEWKESBURY: Swan, Bell.
- TORQUAY: Imperial, Victoria and Albert, *Torbay*, *Royal*, *Queen's*, *Western*, etc.
- VENTNOR: Marine, Royal, Queen's Esplanade, Crab and Lobster, *Commercial*, *Terminus*, *Rayner's Temperance*, etc.
- WARWICK: Woolpack, Warwick Arms.
- WELLS: Swan, Mitre, Star.
- WILTON: Pembroke Arms.
- WINCHESTER: George, Royal, Black Swan, God Begot House.
- WINDSOR: White Hart, Castle, Bridge House.
- WOLVERHAMPTON: Star and Garter, Victoria, Talbot, Coach and Horses.
- WORCESTER: Star, Bell, Unicorn, Crown, Great Western, Central, etc.
- YORK: Station, Harker's, Black Swan, *Clarence*, *City*.

FRANCE

- AIX-LES-BAINS: Aix, Europe, Metropole, Albion, Venat, du Nord, Splendide, Beausite, du Centre, etc.
- AMIENS: Du Rhin, de l'Univers, *Ecu de France*, *Commerce*.
- ARLES: Forum, du Nord.
- AVIGNON: Europe, Avignon, Crillon, *Louvre*.

BEAUBAIS: de France et d'Angleterre, Continental.

BOURGES: France, Boule d'Or, Jacques Cœur.

CAEN: Angleterre, St. Pierre, d'Espagne, etc.

CALAIS: Grand, Terminus, Central.

CHAMBRAY: France, des Princes, La Paix, etc.

CHARTRES: Grand Monarque, Duc de Chartres, France.

CHERBOURG: de L'Amirauté, des Bains, Aigle.

DIEPPE: Royal, Metropole, Grand, *de Paris, du Commerce, etc.*

DIJON: de la Cloche, Bourgogne, Jura, *Morot.*

FONTAINEBLEAU: Aigle Noir, France, Europe, etc.

HAVRE: Frascati, Continental, *Bordeaux, Tortoni, Aigle d'Or, etc.*

LYONS: de Lyon, Bellecour, Europe, *Nouvel, des Etrangers, Bayard, etc.*

MARSEILLES: Terminus, du Louvre et de la Paix, Grand, Noailles, *Orleans, des Negociants, etc.*

MENTONE: Des Anglais, des Iles Britanniques, National, Bellevue, du Louvre, etc.

METZ: Grand, Metz, *Paris, France.*

MONTE CARLO (Monaco): Metropole, Paris, Grand, Hermitage, *des Anglais, Splendide, Littoral, Londres, etc.*

NANCY: Grand, France, Europe, *American.*

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NICE: des Anglais, Grand Bretagne, *Beau-rivage, France, Grand, Metropole, Palace, etc.*

NIMES: Luxembourg, Manivet, *Cheval Blanc.*

ORLEANS: Orleans, St. Aignan, Loiret.

PARIS: Du Louvre, Continental, Grand, Albany, Meurice, de l'Athenee, Palais D'Orsay, St. James, Brighton, Terminus, Regina, Majestic, Elysee Palace, Mirabeau.

RHEIMS: Lion d'Or, Maison Rouge, *Europe, etc.*

ROUEN: Albion, Angleterre, France, *de la Poste, Dauphin, Victoria, Univers.*

ST. GERMAIN: Pavillon d'Henri IV., Prince de Galles, l'Ange Gardien.

TOULON: Grand, Victoria, de la Paix, Louvre.

TROYES: des Courriers, Mulet, Commerce.

VERSAILLES: des Reservoirs, du Vatel, de France.

VICHY: Ambassadeurs, Mombrun, Nouvel, des Princes, Grand Bretagne, etc.

GERMANY

AIX-LA-CHAPELLE: Grand Monarque, Nuellens, Metropole, l'Empereur, Dragon d'Or, Imperial Crown, *Elephant, du Nord, etc.*

ANDERNACH: Hackenbruch, Glocke, Rhein.

ASSMANSHAUSEN: Krone, Anker, Rhein, Eulberg, Germania.

Hotels and Hotel List 211

- AUGSBURG: Drei Mohren, Goldene Traube, Weisses Lamm, Die Kronen.
- BACHARACH: Herbrecht, Blücherthal, *Weber*.
- BADEN-BADEN: Stephenie, Europe, Messmer, Angleterre, Bellevue, Victoris, *Hirsch, Holland, etc.*
- BERLIN: Adlon, Bristol, Savoy, Palace, Central, Kaiserhof, Continental, Rome, etc., *Kaiser, Windsor, Minerva, Beyer's, etc.*
- BIEBRICH: Bellevue, Nassau, etc.
- BINGEN: Victoria, Starkenburger, Distel.
- BONN: Goldener Stern, Royal, *Kley, Rheinbeck, Swan, etc.*
- BOPPARD: Spiegel, Bellevue, Hirsch, Clossmann.
- BORNHOFEN: Marienberg.
- BRAUBACH: Kaiserhof, Rhein, Nassau.
- BREMEN: Hillman's, Europe, Nord, etc.
- CAPELLEN: Stolzenfels, Bellevue, *Lahnneck*.
- CARLSRUHE: Germania, Victoria, Grosse, etc.
- CAUB: Zum Grünen Wald, Adler, Pfalz.
- COBLENCE: Giant, Bellevue, *Anker, Traube*.
- COLOGNE: Monopol, du Dome, du Nord, Continental, Victoria, Disch, *Reichshof, St. Paul, etc.*
- DARMSTADT: Darmstadt, Traube, Railway.
- DRESDEN: Bellevue, Bristol, Europe, Grand Union, *Weber's, Stadt Berlin, Rome, etc.*

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- EMS: Curhaus, Angleterre, Russie, *Flandre*,
etc.
- FRANKFORT: Frankfurterhof, Russia,
Bristol, National, Continental, *Schwan*,
Union, Drexel, etc.
- FREIBURG: Zähringer, Victoria, Engel,
etc.
- HAMBURG: Atlantic, Hamburg, Streit's,
Vier Jahrezeiten, *etc.*
- HEIDELBERG: Europe, Grand, Schrieder,
Schloss, Victoria, Prince Karl, *Ritter*,
Reichspost, etc.
- HOMBURG: Russie, Four Seasons, Victo-
ria, Bellevue, *Central, Adler, etc.*
- KONIGSWINTER: Berlin, Europe, *Rief-
fel, Traube, etc.*
- LEIPSIC: Hauffe, de Prusse, de Russie,
Sedan, *etc.*
- LORCH: Krone, Schmidt, Railway.
- MANNHEIM: Park, Pfalz, *Kaiser, Deutsch*,
National.
- MAYENCE: Holland, Rhein, d'Angleterre,
Post, Taunus, Coblenz, *etc.*
- MUNICH: Four Seasons, Bavaria, Bellevue,
Continental, Rhein, d'Angleterre, *etc.*,
Leinfelder, Central, etc.
- NEUWIED: Anker, Wilder Mann, Mora-
vian, Mader.
- NUREMBURG: Bavarian, Strauss, Gol-
dener Adler, Württemberg, Grand, *Wit-
telsbach, Rother Hahn.*
- OBERLAHNSTEIN: Weller, Breitenbach.
- OBERWESEL: Rhein, Goldener Pfropfen-
zieher.
- RATISBON: Goldenes Kreuz, Grüner

Kranz, Maximilian, etc.

REMAGEN: Fürstenberg, Hoersen, Holland, Rhein, Anker.

ROLANDSECK: Rolandseck, Victoria, Bellevue, *Decker*.

RUDESHEIM: Darmstadt, Jung, Rheinstein, Ehrhard, etc.

ST. GOAR: Lilie, Schneider, Rheinfels.

ST. GOARSHAUSEN: Adler, Krone, Nassau.

SPIRES: Rhein, Wittelsbach, Pfalz.

STRASBOURG: National, Ville de Paris, Palace, *France, Europe, etc.*

STUTTGART: Marquardt, Royal, Krauss, Textor, Post, etc.

TRARBACH: Bellevue, Adolf, Marx.

TREVES: Porta Nigra, Trèves, *Luxembourg, Anker, Venedig.*

ULM: Russia, Europe, Kronprinz, *Golden Lion, Oberpollinger.*

WIESBADEN: Kaiserhof, Nassau, Metropole, Four Seasons, Rose, Park, *d'Angleterre, Victoria, Minerva, National, Rome, etc.*

WORMS: Alter Kaiser, Hartmann, *Europe, Kaiserhof, Reichskrone.*

WURZBURG: Russia, Kronprinz, Central, Schwan, Württemberg, National, etc.

ITALY

AMALFI: Cappuccini-Convento, Cappuccini-Marina, della Luna, *Sirena Italia, etc.*

ANCONA: Roma e Pace, Victoria, *Milano, Ferrovia.*

AREZZO: Angleterre, Victoria, Stella.

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- ASSISI: del Subasio, Leone, Giotto, *Minerva*.
- BAVENO: Bellevue, Beaurivage, *Simplon, Suisse*.
- BELLAGIO: Grand, Grande Bretagne, Genazzini, *Florence, Suisse*.
- BELLINZONA: Suisse, Cervo, Railway.
- BERGAMO: Italia, Concordia, Cappello d'Oro.
- BOLOGNA: Brun, Italia, Europe, *Stella d'Italia, Pellegrino*.
- BRESCIA: Italia, Brescia, Gallo, Gambero.
- BRINDISI: Grand Hotel International, *Europe, Central*.
- CADENABBIA: Bellevue, Britannia, Belle-Isle.
- CAPRI: At the MARINA: Vesuvio, Alexandra, Bellevue, Continental, de la Grotte Bleue, Bristol. At CAPRI: Quisisana, Royal, Pagano.
- CASTELLAMARE: Stabia, Quisisana, Weiss.
- CATANIA: Gran Bretagna, Bristol, Centrale, Globe, *Sangiorgi, Vittoria, Roma*.
- COLICO: Risi, Piazza Garibaldi, Croce d'Oro.
- COMO: Volta, Plinius, Metropole, Italia, Bellevue.
- CORTONA: Nazionale, Garibaldi.
- CREMONA: Cappello, Roma.
- DESENZANO: Reale Meyer, *Trento, Due Colombe, Railway Restaurant*.
- DOMO D' OSSOLA: de la Ville, Terminus.
- FERRA: Stella d'Oro, Europa.
- FLORENCE: Savoy, Grand, de la Ville,

Italia, New York, Paoli, Gran Bretagna,
Florence and Washington, d'Albion, etc.

GENOA: Genoa, Savoy, Isotta, Eden, Mod-
erno, de la Ville, de Londres, de France,
Bertolini's, Bristol, etc.

LEGHORN: Grand, Angleterre, Giappone,
Falcone, Bastia.

LOCARNO: Locarno, Metropole, *du Parc,*
du Lac.

LUCCA: Croce di Malta, Universo, Corona.

LUCCA, BATHS OF: Europa, New York,
Bagni di Lucca.

LUGANO: du Parc, Bellevue, Washington,
Lugano, Suisse, Beauregard, etc.

LUINO: Simplon, Posta, Luino.

MANTUA: Aquila d'Oro, Senoner.

MILAN: de la Ville, Cavour, Milan, Conti-
nental, Palace, Europa, Manin, *Metro-*
pole, Terminus, du Parc, Schmid, etc.

MODENA: Reale, San Marco, Italia, Cen-
trale, Scudo di Francia.

NAPLES: Bertolini's Palace, Grand, Bris-
tol, Parker's, Metropole, Eden, Mac-
pherson's, Gran Bretagna, des Etran-
gers, Splendid, Continental, Riviera,
Santa Lucia.

ORTA: San Giulio, Orta, Belvedere.

ORVIETO: de la Belle Arti, *Aquila Bianca.*

PADUA: Croce d'Oro, Fanti.

PALERMO: des Palmes, Trinacria, de
France, de la Paix, *Centrale, Oliva,*
Italia.

PALLANZA: Grand Pallanza, Eden, *Posta,*
Milano.

PARMA: Croce Bianca, Italia.

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PAVIA: Croce Bianca, Tre Re.

PERUGIA: Palace, Brufani, Grande Bretagne, Belle Aarti, Umbria.

PIACENZA: San Marco, *Croce Bianca, Italia.*

PISA: Minerva, Victoria, *Londres, Nettuno, National, Washington.*

PISTOIA: Globo, Rossini.

POMPEII: Diomede, *del Sole, Suisse.*

RAVENNA: Byron, Spada, d'Oro.

ROME: Quirinal, Russie, Select, Michel, Grand Continental, Angleterre, Moderne.

SALERNO: d'Angleterre.

SIENA: Continental, Siena, Aquila Nera, *Tre Mori, Scala, Toscana.*

SORRENTO: Victoria, La Sirena, Tramontano, Tasso, Gran Bretagne, etc.

STRESA: des Iles Borromees, Milan, Beau-sejour, Italia, Regina Palace.

SYRACUSE: Grand, Villa Agradina, des Estrangers, Villa Politi, Vittoria, etc.

TERNI: Europa, Italia.

TIVOLI: Regina, Sibylla.

TURIN: Europa, Torino, de la Ville, *Centrale, Suisse, du Nord, Tre Corone, etc.*

VENICE: Grand, Europa, Danieli, Britannia, Italia, d'Angleterre, Victoria, *Belle-vue, San Marco, etc.*

VERONA: di Londra, *Colomba d'Oro, Aquila Nera, San Lorenzo, etc.*

VICENZA: Roma, Tre Garafoni, Parigi.

RUSSIA

MOSCOW: National, Berlin, Belle Vue.

ST. PETERSBURG: Victoria, de France,
Grand, d'Angleterre.
WARSAW: Bristol.

SPAIN

CADIZ: de France et Turin.
CORDOVA: Suisse.
ESCURIAL: Miranda, New Hotel.
GIBRALTAR: Bristol, Grand, Cecil.
GRANADA: Washington Irving, *Victoria*.
MADRID: Des Ambassadeurs, Roma, Paris.
SEVILLE: Madrid, de Paris, d'Angleterre.
TOLEDO: de Castilla.

SWITZERLAND

ALTDORF: Löwe, Schlüssel, Tell.
AMSTEG: Stern (or Post), Hirsch, Weisses
Kreuz.
ANDERMATT: Grand, Bellevue, St. Gott-
hard, *Drei Könige, Oberlap*.
ARTH: Adler, Rigi.
BASLE: Trois Rois, Euler, Suisse, St. Gott-
hard, Victoria, *Jura, Krafft, etc.*
BERNE: Bernerhof, Bellevue, *Schweizer-
hof, Ours, France, Pfistern, etc.*
BRIEG: Couronne et Poste, Angleterre.
BRIENZ: Croix Blanche, Bär.
BRUNNEN: Waldstätter, Adler, Hirsch,
Eden, etc.
CHAMONIX: Couttet, Imperial, Royal, Ca-
chat, Angleterre, des Aples, *Beausite,
France, etc.*
CHILLON: (between Chillon and Ville-
neuve), Byron, *Chillon*,

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- COIRE: Steinbock, Lukmanier, *Croix Blanche, Stern, Drei Könige.*
- CONSTANCE: Insel, Halm, Hecht, *Schönebeck, Krone, Falke.*
- DAVOS-PLATZ: Kurhaus Davos, Belvedere, d'Angleterre, Victoria, etc.
- EINSIEDELN: Pfau, Sonne, Schlange.
- ENGELBERG: Grand, Titlis, Sonnenberg, Engel, Suisse.
- FLUELEN: Weisses Kreuz, Tell, Adler.
- FREIBURG: Terminus, Suisse, *Faucon, Atruche, Tête Noire.*
- FURKA PASS: de la Furka.
- GENEVA: Beurivage, des Bergues, d'Angleterre, de la Paix, National, Richmond, Park, etc.
- GRINDELWALD: Bär, Eiger, du Glacier, *Schöneegg, Burgener, Alpenruhe, National, etc.*
- HOSPENTHAL: Meyerhof, Lion d'Or.
- INTERLAKEN: Victoria, Beurivage, Royal St. George, de Alpes, Jungfrau, etc. *Terminus, du Nord, Beausite, etc.*
- KANDERSTEG: Kandersteg, Blumenapl, Victoria, etc.
- LAUSANNE: Gibbon, Richemont, des Alpes, *Beausite, National, du Nord, etc.*
- LAUTERBRUNNEN: Staubbach, Steinbock.
- LEUKERBAD: des Alpes, Maison Blanche, de France, Union, etc.
- LINDAU: Bayrischerhof, Krone, *Reutemann, Lindau.*
- LUCERNE: Schweizerhof, Luzernerhof, National, Europe, Angleterre, Schwan,

Balances, Eden, Engel, Adler, des Alpes, etc.

MARTIGNY: Clerc, Mont Blanc, *National*.

MEIRINGEN: Sauvage, des Alpes, *Bär, Krone*.

MURREN: Mürren, des Alpes, *Beausite*.

NEUCHATEL: Bellevue, du Lac, *Faucon, Soleil, du Port*.

NEUHAUSEN: Schweizerhof, Bellevue, *Rheinfall*.

PONTRESINA: Roseg, Krone, Enderlin, Weisses Kreuz, Pontresina, Languard.

RAGATZ: Quellenhof, Schweizerhof, Ragatz, Tamina, Lattmann, *Krone, Rosengarten, etc.*

RIGI: Rigi-Kulm, Rigibahn, Felchlin, Rigi-Staffel, Kaltbad, Bellevue, Rigi-First.

ST. GALL: Hecht, Walhalla, Hirsch, *Schiff*.

ST. MORITZ (ENGADINE). At the BATHS: Kurhaus, Stahlbad, du Lac, Bellevue, *National, Central, etc.* At the VILLAGE: Kulm, Palace, Belvedere, Suisse, etc.

SAMADEN: Bermina (best), Bellevue, *des Alpes, Krone*.

SCHAFFHAUSEN: Müller, *Riese*.

SPIEZ (LAKE THUN): Park, Schöneegg, Spiez.

SPLUGEN: Bodenhaus, Splügen.

THUN: Thun, Bellevue, *Falke, Kreuz, Krone, etc.*

VEVEY: du Lac, Trois Couronnes, Vevey, *d'Angleterre, Trois Rois, etc.*

VITZNAU: Rigibahn, Rigi, du Parc.

WEGGIS: du Lac, Löwe, Bellevue.

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WIESEN: Bellevue, Palmy.

ZERMATT: Monte Rosa, Mont-Cervin, Zermatt, *Post, Terminus, Suisse.*

ZUG: Hirsch, Bahnhof, Rigi. On the ZUGERBERG: Kurhaus, Felsenegg, Schönfels.

ZURICH: Baur au Lac, Bellevue, *Simplon, Croix Blanche, National, etc.*

TYROL

BELLUNO: des Alpes, Belluno, Cappello.

CORTINA: Bellevue, Aquila Nera, Cortina, Miramonti, etc.

FELTRE: Doriguzzi, Tre Corone, Stella d'Oro.

FRANZENFESTE: Railway Restaurant, Bahnhof.

LANDRO: Baur.

LONGARONE: Posta, *Roma, Lepre.*

MISURINA: Grand Misurina.

PERAROLO: Corona d'Oro, Sant' Anna.

PIEVE DI CADORE: Marmarole, Angelo, Cadore.

SCHLUDERBACH: Pioner's, Schluderbach, Sigmundsbrunnen.

TOBLACH: Südbahn, Union, Germania, etc.

VIII

BOOKS TO READ

GENERAL INFORMATION

- A Satchel Guide to Europe. By W. J. Rolfe.
- The Complete Pocket Guide to Europe. By E. C. and T. L. Stedman.
- Practical European Guide. By M. D. Frazer.
- Health Resorts of Europe. By Thomas Linn, M.D.
- Civilization During the Middle Ages. By Adams.
- Studies in Medieval History. By Stille.
- The Construction of Europe. By Murdock.
- Stoddard's Lectures.
- Burton Holmes' Travelogues.
- Picture Towns of Europe. By Albert B. Osborne. McBride, Nast & Co.

AUSTRO-HUNGARY

- Austro-Hungarian Life in Town and Country. By F. H. E. Palmer.
- The Fair Land of Tyrol. By W. D. McCracken.
- Tyrol, the Land in the Mountains. By Crohnan.
- Tyrol and Its People. By Clive Holland.
- Vienna and the Viennese. By M. H. Landsdale.
- Baedeker's Austro-Hungary.

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BALKAN STATES

- Through Savage Europe. By Harvey De Windt.
- A British Officer in the Balkans. By Percy E. Henderson.
- Motoring in the Balkans. By Frances Kinsley Hutchinson.
- The Lands of the Tamed Turk. By Blair Jaekel. L. C. Page & Co.
- Turkey and the Balkan States. By Esther Singleton. Dodd, Mead & Co.
- Bosnia and the Herzegovina. By Maud Holbach.

BELGIUM

- Belgian Life in Town and Country. By Demetrius C. Boulger.
- Belgium of the Belgians. By Demetrius C. Boulger. Chas. Scribner's Sons.
- The Cathedrals and Churches of Belgium. By T. Francis Bumpus.
- Belgium. By Grant Allen.

ENGLAND AND WALES

- England Without and Within. By Richard Grant White. Houghton Mifflin Co.
- Ways and Days Out of London. By Aida Rodman De Milt.
- Nooks and Corners of Old England. By Allen Fea. Chas. Scribner's Sons.
- Certain Delightful English Towns. By W. D. Howells. Harper & Bros..
- Seven English Cities. By W. D. Howells. Harper & Bros.

- English Hours. By Henry James. Houghton Mifflin Co.
- Literary By-Paths in Old England. By Henry C. Shelley. Little, Brown & Co. London. By Henry James Forman.
- A Shopping Guide to Paris and London. By Frances B. S. Waxman. McBride, Nast & Co.
- Walks in London. By A. J. C. Hare.
- Three Weeks in the British Isles. By John U. Higginbotham.
- London and Its Celebrities. By J. H. Jesse.
- Literary and Historical Memorial of London. By J. H. Jesse.
- Dickens' London. By Francis Miltoun.
- Milton's London. By L. A. Mead.
- Handbook of English Cathedrals. By S. Van Rensselaer.
- A Trip to England. By Goodwin Smith.
- London Films. By W. D. Howells.
- Shakespeare's England. By William Winter.
- Gray Days and Gold. By William Winter.
- Cathedral Days. By A. B. Dodd.
- Baedeker's Great Britain.
- Baedeker's London and Its Environs.
- Black's Devonshire.
- Black's Isle of Wight.
- Black's Leamington (including Stratford-on-Avon, Kenilworth, Warwick, etc.).
- Black's English Lakes.
- Black's Wales.
- Black's London and Its Environs.
- Ward, Locke & Co.'s Guide to South Wales.
- Cook's Handbook for London.

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Cook's Historical and Literary Map of London.

Wild Wales. By Geo. Borrow.

The South Wales Coast. By Ernest Rhys.
F. A. Stokes Co.

FRANCE

Seeing France with Uncle John. By Anne Warner.

France and the French. By Charles Dabarn. The Macmillan Co.

France in the 20th Century. By W. L. George. John Lane Co.

Home Life in France. By Matilda Barbara Betham-Edwards.

French Life in Town and Country. By Hannah Lynch. G. P. Putnam's Sons.

Royal Palaces and Parks of France. By Francis Miltoun. L. C. Page & Co.

The France of To-day. By Barrett Wendell. Chas. Scribner's Sons.

Unfrequented France. By M. Betham-Edwards.

A Little Tour in France. By Henry James. Houghton Mifflin Co.

In the Rhone Country. By Rose G. Kingsley. E. P. Dutton Co.

Through the French Provinces. By Ernest Peixotto. Chas. Scribner's Sons.

An Inland Voyage. By Robert Louis Stevenson.

Travels with a Donkey.

A Motor Flight through France. By Edith Wharton. Chas. Scribner's Sons.

- Andorra—The Hidden Republic. By Lewis Gaston Leary. McBride, Nast & Co.
- A Shopping Guide to Paris and London. By Frances B. S. Waxman. McBride, Nast & Co.
- Paris. By Grant Allen.
- Dumas' Paris. By Francis Miltoun.
- Rambles in Brittany. By Francis Miltoun.
- Baedeker's Paris and Its Environs.
- Baedeker's Northern France.
- Baedeker's Southern France.

GERMANY

- Home Life in Germany. By Mrs. Alfred Sidgwick.
- German Life in Town and Country. By William Harbutt Dawson. G. P. Putnam's Sons.
- The Danube with Pen and Pencil. By B. Granville Baker.
- Romantic Germany. By Robert Haven Schauffler. The Century Co.
- The German Empire. By Howard.
- Among Bavarian Inns. By F. R. Fraprie.
- Germany, Her People and Their Story. By Gifford.
- Modern Germany. By Eltzbacher.
- Baedeker's Northern Germany.
- Baedeker's Southern Germany.
- Baedeker's Rhine.
- Baedeker's Berlin and Its Environs.
- Cook's Handbook to the Rhine and the Black Forest.

GREECE

- The World of Homer. By Andrew Lang.

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- Greece and the Ægean Islands. By Philip Sanford Marden. Houghton Mifflin Co.
Sketches and Studies in Italy and Greece. By John Addington Symonds.
The Isles and Shrines of Greece. By Samuel J. Barrows.
Baedeker's Greece and the Greek Islands.

HOLLAND

- Windmills and Wooden Shoes. By Blair Jaekel. McBride, Nast & Co.
Holland of To-day. By Geo. Wharton Edwards. Moffat, Yard & Co.
Dutch Life in Town and Country. By P. M. Hough. G. P. Putnam's Sons.
A Wanderer in Holland. By E. V. Lucas. The Macmillan Co.
Home Life in Holland. By D. S. Meldrum. The Macmillan Co.
The Spell of Holland. By Burton E. Stevenson. L. C. Page & Co.
The American in Holland. By W. E. Griffiths.
Holland. By E. De Amicis.
Puritan in England, Holland and America. By Douglass Campbell.
Holland and the Hollanders. By David S. Meldrum.
The Rise of the Dutch Republic. By John Lothrop Motley.
Baedeker's Belgium and Holland.

IRELAND

- Romantic Ireland. By M. T. and B. M. Mansfield.
Black's Ireland.

Black's Killarney and South Ireland.
One Irish Summer. By Curtis.

ITALY

The Italians of To-Day. By Rene Bazin.
Henry Holt & Co.

Italian Life in Town and Country. By Luigi
Villari. G. P. Putnam's Sons.

My Italian Year. By Richard Bogot. Jas.
Pott & Co.

The Ideal Italian Tour. By Henry James
Forman. Houghton Mifflin Co.

Italian Cities. By Edwin Howland Blash-
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ner's Sons.

The Cathedrals and Churches of Northern
Italy. By T. Francis Bumpus. L. C.
Page & Co.

The Valley of Aosta. By Felice Ferrero. G.
P. Putnam's Sons.

Sketches and Studies in Italy and Greece.
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Cities of Central Italy. By A. J. C. Hare.

Cities of Southern Italy. By A. J. C. Hare.

Venetian Life. By W. D. Howells.

Cities of Northern Italy. By Grant Allen.

The Hill Towns of Italy. By E. R. Wil-
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A Little Pilgrimage in Italy. By Olave M.
Potter.

Italy, Her People and Their Story. By
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In Unknown Tuscany. By Lawrence Hut-
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The Road in Tuscany. By Maurice Hewlett. Chas. Scribner's Sons.

Earthwork Out of Tuscany. By Maurice Hewlett. Chas. Scribner's Sons.

Italian Hours. By Henry James. Houghton Mifflin Co.

Italian Journeys. By W. D. Howells. Houghton Mifflin Co.

Roman Holidays. By W. D. Howells. Harper & Bros.

Tuscan Cities. By W. D. Howells. Houghton Mifflin Co.

By Italian Seas. By Ernest Peixotto. Chas. Scribner's Sons.

Gondola Days. By F. Hopkinson Smith. Houghton Mifflin Co.

Italian Backgrounds. By Edith Wharton.

Salve Venetia. By F. Marion Crawford. The Macmillan Co.

Cities of Umbria. By Lawrence Hutton.

Cook's Handbook for Northern Italy.

Cook's Handbook for Southern Italy.

Baedeker's Northern Italy.

Baedeker's Central Italy and Rome.

Baedeker's Southern Italy and Sicily.

Baedeker's Italy from the Alps to Naples.

MEDITERRANEAN COUNTRIES

Baedeker's Mediterranean.

Macmillan's Mediterranean.

The Mediterranean Trip. By Noah Brooks.

Mediterranean Winter Resorts By Reynolds Ball.

NORWAY AND SWEDEN

Baedeker's Norway and Sweden.

PALESTINE

The Real Palestine of To-day. By Lewis Gaston Leary. McBride, Nast & Co.

RUSSIA

Greater Russia. By Wirt Gerrare.

The Story of Moscow. By Wirt Gerrare.

The Red Reign. By Kellog Durland. The Century Co.

Studies in Russia. By A. J. C. Hare.

Russian Rambles. By Isabel F. Hapgood.

SCOTLAND

Romantic Edinburgh. By John Geddie.

Scotland, Historic and Romantic. By Maria Horner Landsdale.

Lands of Scott. By J. F. Hunnewell.

In the Hebrides. By C. F. G. Cumming.

Black's Scotland.

A Land of Romance. By Jean Lang. London: I. C. & E. C. Jack.

Over the Border. By Wm. Winter. Moffat Yard & Co.

SPAIN AND PORTUGAL

The Cities of Spain. By Edward Hutton. The Macmillan Co.

Spanish Highways and Byways. By Katharine Lee Bates. The Macmillan Co.

Cathedrals of Spain. By John Allyn Gade. Houghton Mifflin Co.

Castilian Days. By John Hay. Houghton Mifflin Co.

Travels in Spain. By Philip Sanford Mordeu. Houghton Mifflin Co.

Wanderings in Spain. By A. J. C. Hare.

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A Corner of Spain. By Miriam Coles Harris.

Through Portugal. By Martin Hume.

Lisbon and Cintra. By Inchbold.

The Cathedral Cities of Spain. By Collins.

The Land of the Don. By Williams.

Saunterings in Spain. By Seymour.

Baedeker's Spain and Portugal.

Home Life in Spain. By S. L. Bensusan.

The Macmillan Co.

Four Months Afoot in Spain. By Harry A.

Franck. The Century Co.

SWITZERLAND

Switzerland. By Oscar L. Kuhns. T. Y. Crowell & Co.

The Rise of the Swiss Republic. By W. D. McCracken. Henry Holt & Co.

Swiss Life in Town and Country. By Alfred Thomas Story. G. P. Putnam's Sons.

Switzerland of the Swiss. By Frank Webb. Chas. Scribner's Sons.

Romantic and Teutonic Switzerland. By W. D. McCracken.

Baedeker's Switzerland.

TURKEY

Turkey of the Ottomans. By Lucy M. Garnett. Chas. Scribner's Sons.

Home Life in Turkey. By Lucy M. Garnett. The Macmillan Co.

Turkish Life in Town and Country. By Lucy M. Garnett. Newnes; London.

Behind Turkish Lattices. By Hester Donaldson Jenkins.

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values all down through Servia, Bulgaria, Montenegro and the remainder of the Balkan States.

Gold coins are somewhat scarce in Italy, paper bank notes being used as substitutes. The same is true of Spain and Portugal. Outside of the country in which they are current these bank notes have a very uncertain value, if, indeed, they may be exchanged at all. In Italy and Spain especially there is almost as much counterfeit in circulation as there is real money. It is well, therefore, to ascertain at the money changer's just what coins are good and what are spurious. In Italy any silver coin bearing a date prior to 1863 is of no monetary value whatever.

There is usually a money changer at every frontier station, and the traveler will find it to his advantage, after having attended to the customs examination of his baggage, to change some of his money of the country through which he has just passed into the coinage of the country he is about to enter—at all events, enough of it to defray incidental expenses until he can visit a bank and have the remainder changed at exact current rates.

This is just one instance where the international travelers' checks stand one in

good stead. By purchasing them the traveler will have interchangeable bank notes as good as gold and accepted in each country for the exact amount in the coinage of that country mentioned on the check, which is a very satisfactory rate of exchange.

TABLES OF FOREIGN MONEY

<i>United States</i> currency	<i>Great Britain</i> 12 pence=1 shilling 2 shillings=one florin 5 " = one crown 20 " = one pound 21 " = one guinea	<i>France, Belgium, Switzerland</i> 100 centimes=one franc	<i>Italy</i> 100 centesimi= one lira
\$.01.....	1/2 penny.....	.05.....	.05.....
.02.....	".....	.10.....	.10.....
.03.....	1 1/2 pence.....	.15.....	.15.....
.04.....	two-pence.....	.20.....	.20.....
.05.....	2 pence ha'-penny.....	.25.....	.25.....
.10.....	5 pence.....	.50.....	.50.....
.12.....	6 pence.....	.60.....	.60.....
.20.....	10 pence.....	1.00.....	1.00.....
.25.....	1 shilling (approximately).....	1.25.....	1.25.....
.50.....	2 shillings and 1 penny.....	2.50.....	2.50.....
.75.....	3 shillings and 1 1/2 pence.....	3.75.....	3.75.....
1.00.....	4 ".....	5.00.....	5.00.....
2.00.....	8 ".....	10.00.....	10.00.....
4.00.....	16 ".....	20.00.....	20.00.....
4.87 (approximately) = 1 pound			
5.00 " = 1 guinea		25.00.....	25.00.....

<i>United States</i>	<i>Germany</i>	<i>Austria</i>	<i>Holland</i>	<i>Norway, Sweden, Denmark</i>
\$.01.....	100 pfennigs=	100 heller=	100 cents=	100 ore=
.02.....	1 mark	1 krone	1 gulden	1 kroner
.03.....	4 pfennigs	5 heller	2½ cents	4 ore
.04.....	8 "	10 "	5 cents	8 "
.05.....	12 "	15 "	7½ cents	12 "
.10.....	16 "	20 "	10 cents	16 "
.20.....	20 "	25 "	12½ cents	20 "
.25.....	40 "	50 "	25 cents	40 "
.40.....	80 "	1 krone	50 cents	80 "
.50.....	1.00 mark	1.25 "	62½ cents	1.00 kroner
.75.....	1.60 "	2.00 "	1.00 gulden	1.60 "
1.00.....	2.00 "	2.50 "	1.25 gulden	2.00 "
2.00.....	3.00 "	3.75 "	1.87½ gulden	3.00 "
4.00.....	4.00 "	5.00 "	2.50 gulden	4.00 "
8.00.....	8.00 "	10.00 "	5.00 "	8.00 "
16.00.....	16.00 "	20.00 "	10.00 "	16.00 "
20.00.....	20.00 "	25.00 "	12.50 "	20.00 "

<i>United States</i>	<i>Spain</i>	<i>Russia</i>	<i>Portugal</i>
	100 cents= 1 peseta	100 kopeks= 1 rouble	1000 reis= 1 milreis
\$.01	.05 cents	.02 kopeks	.010 reis
.02	.10 "	.04 "	.020 "
.03	.15 "	.06 "	.030 "
.04	.20 "	.08 "	.040 "
.05	.25 "	.10 "	.050 "
.10	.50 "	.20 "	.100 "
.20	1.00 peseta	.40 "	.200 "
.25	1.25 "	.50 "	.250 "
.50	2.50 "	1.00 rouble	.500 "
.75	3.75 "	1.50 "	.750 "
1.00	5.00 "	2.00 "	1.000 " milreis
2.00	10.00 "	4.00 "	2.000 "
4.00	20.00 "	8.00 "	4.000 "
5.00	25.00 "	10.00 "	5.000 "

X

CUSTOMS ON RETURN

IN brief, the customs regulations of the United States, as they stand at the present writing, with respect to returning European travelers and the baggage that accompanies them, allow each person to bring into the country free of duty not more than \$100 worth of personal articles purchased abroad, which, from their character, appear to have been necessary on the journey. Thus, a certain number of clothes, whether new or partially worn, but which must be made up ready to wear, will be passed by the inspectors; dresses in the piece, whether cut or not, will be charged for. Jewelry and toilet articles are considered as necessary to the comfort and the good general appearance, perhaps, of the passenger. Fifty cigars or 300 cigarettes, if intended for the purchaser's individual use, may be included in the list and must be included in the \$100 allowance. A person bringing in a number of articles of silver, for example, if the whole amount does not total even \$50, will be charged duty. No longer may a person enter on his declara-

tion blank such an item as "presents—\$20." "Presents" are not necessary to the personal comfort of the traveler, and duty will be imposed upon them.

Some days before landing on American soil each passenger will be handed a blank form of United States customs declaration. Subjects of foreign countries receive a special form which admits of no \$100 allowance; and persons having been abroad for a continuous period of three years or more receive a special form which admits their bringing into the country household effects and personal belongings free of duty. On this blank form the passenger must fill in the spaces designated with his or her name, age, address in America, whether a born or naturalized American citizen, the date of sailing for Europe and steamer, how many pieces of baggage were taken over and how many the passenger is returning with. Below all this may be found a long blank space upon which to record in detail the purchases made while abroad, the value of each (and it is best to make computations in the American equivalents) and the total amount.

It is wise to put down *every* item of any consequence and its actual foreign cost. At the end of the list the very insignificant articles as to price may be

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summed up under such a notation as "Incidentals—\$7," or whatever the aggregate cost of these amounts to.

After this declaration has been signed by the passenger, it should be delivered, either in person or through the room steward, to the purser of the ship. He will give in return a ticket which the passenger retains and upon the presentation of which at the chief customs inspector's window on the dock will entitle the passenger to have an inspector detailed to examine his baggage.

All customs declarations, properly made out, must be in the hands of the purser before the ship reaches the quarantine station at the entrance to New York harbor. At this point customs officers will board the ship, examine her "papers," and take over the customs declarations from the purser. They will be the first off the ship when she docks, and by the time you are ashore the chief inspector will have had your declaration in hand a half an hour.

The ship's stewards will bring your stateroom baggage off the ship and place it upon the dock near the standard which bears in bold relief the initial of your last name. Baggage consigned to the hold of the ship will be slower in making its appearance. (Second warning about bag-

gage: whenever possible, travel with as few pieces as possible, and these of such size as may be easily put in the state-room.)

After seeing that *all* baggage has been brought ashore and accumulated near the respective initial standard, but not until then, the time will be ripe to fall in line before the chief inspector's window. When your turn comes, which it certainly will in spite of delays, hand over your ticket and acknowledge your signature on your declaration. A waiting inspector will be detailed immediately to be led by you to your pile of luggage. If your declaration has footed up more than \$100 worth of purchases abroad do not be foolish enough to offer the inspector money, or even a cigar, as a play for leniency. It looks bad on the face of it, and besides is considered an act of bribery, punishable by fine and imprisonment.

After the inspector has practically unpacked your grips and trunks and strewn the result over anything and everything that may happen to be within reach in search of the articles noted upon your declaration, each of which he must see and check off, it is too late then to figure on how you would arrange matters if you had your packing to do over on board the ship. To expedite the inspec-

tion of baggage and thus enable you to get off the dock before your last train leaves for home, not to mention being relieved of the necessity of having to re-pack entirely, it is a wise traveler who, when practicable, puts all his foreign purchases on top of his packing where they may be easily lifted and examined by the inspector without disturbing the shoes and so forth on the bottom. Assist the inspector in every way possible, and you will be treated in a courteous manner. I have had inspectors beg my pardon for it being their duty to see a certain article which was impossible to pack on the top of the trunk-tray, while my neighbor saw the most of his belongings turned upside down and scattered about simply because he resented the procedure. Of course there are inspectors and inspectors just as there are ship captains and ship captains, but in a great measure it will depend upon the passenger himself as to the manner in which his baggage is examined.

Dutiable articles will be laid aside by the inspector until he can call an appraiser to determine the duty to be paid upon each. This must be settled *in cash* at the collector's window before the articles may be repacked. It is well to return, therefore, with *some* money in the

pocket. But baggage will be held on the pier for twenty-four hours to enable the passenger to procure sufficient cash for the payment of duties.

As said before, \$100 worth of articles purchased abroad, but necessary to the comfort of the passenger on the journey, will be admitted duty free. A suit of clothes valued at \$20 will pass the inspection; a little silver sugar shaker worth \$2 will not.

Valuable articles of foreign make brought into this country, but upon which duty has once been paid, had better be registered in America before being taken abroad, so that there will be no dispute about their free entry when the owner returns from Europe. Owing to an international agreement, coats made of Alaskan seal purchased abroad cannot be brought into America under any circumstances. Before taking a sealskin coat abroad it should be registered in America at the proposed port of reëntry.

The privilege to demand a re-appraisal is extended to any passenger dissatisfied with the value placed upon dutiable articles by the appraiser, and the application for such should be made immediately to the deputy collector on the pier. If this procedure is not practicable, the articles may be left in the care

of the customs officials and application for re-appraisal made in writing to the collector at the Customs House within two days after the original examination.

Since the United States customs inspector will be about the last exigency encountered by the European tourist, a reprint of the latest United States customs regulations may be used appropriately to close this little volume dealing with the facts and fallacies of European travel.

NOTICE TO PASSENGERS

Paragraph 709, appearing in the free list of the present tariff act, governing passengers' baggage, reads as follows:

709. "Wearing apparel, articles of personal adornment, toilet articles, and similar personal effects of persons arriving in the United States; but this exemption shall only include such articles as actually accompany and are in the use of, and as are necessary and appropriate for the wear and use of such persons, for the immediate purposes of the journey and present comfort and convenience, and shall not be held to apply to merchandise or articles intended for other persons or for sale; PROVIDED, That in case of residents of the United States returning from abroad, all wearing apparel and other personal effects taken by them out of the United States to foreign countries shall be admitted

free of duty, without regard to their value, upon their identity being established, under appropriate rules and regulations to be prescribed by the Secretary of the Treasury, but no more than one hundred dollars in value of articles purchased abroad by such residents of the United States shall be admitted free of duty upon their return."

RESIDENTS OF THE UNITED STATES

RESIDENTS OF THE UNITED STATES MUST DECLARE ALL ARTICLES which have been obtained abroad by purchase or otherwise, whether used or unused, and whether on their persons, in their clothing, or in their baggage. The foreign value of each article, stated in United States money, must also be declared.

ARTICLES TAKEN FROM THE UNITED STATES AND REMODELED, REPAIRED, OR IMPROVED ABROAD must be declared, and the cost of such remodeling, repairing, or improving must be separately stated:

THE FOLLOWING ARTICLES ARE DUTIABLE:

Household effects, including books, pictures, furniture, tableware, table linen, bed linen, and other similar articles, unless used abroad by the owner for a period of a year or more.

Goods in the piece.

Articles of any nature intended for sale, or for other persons.

THE FOLLOWING ARTICLES ARE FREE if under \$100 in value and if necessary for comfort and convenience for the purposes of the

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journey, and not for sale nor for other persons:

Clothing.

Toilet articles, such as combs, brushes, soaps, cosmetics, shaving and manicure sets, etc.

Personal adornments, jewelry, etc.

Similar personal effects, which may include—Cameras, canes, fishing tackle, glasses (field, opera, marine), golf sticks, guns, musical instruments, parasols, photographs, smokers' articles, steamer rugs and shawls, toys, trunks, valises, etc.

Clothing and other personal effects taken out of the United States by the passenger *if not increased in value or improved in condition while abroad*. If increased in value or improved in condition, they are dutiable on the cost of the repairs.

The above lists of articles which are dutiable and nondutiable are stated for the assistance of passengers and are not exhaustive. *All articles are dutiable unless specifically exempted by law.*

Pack in one trunk, if practicable, all dutiable articles.

RECEIPTED BILLS for foreign purchases should be presented whenever possible.

USE DOES NOT EXEMPT FROM DUTY wearing apparel or other articles obtained abroad, but such articles will be appraised at their value in the condition as imported, due allowance being made for depreciation through wear and use.

NONRESIDENTS OF THE UNITED STATES

NONRESIDENTS OF THE UNITED STATES ARE ENTITLED TO BRING IN FREE OF DUTY, without regard to the one-hundred-dollar exemption, such articles as are in the nature of wearing apparel, articles of personal adornment, toilet articles, and similar personal effects, necessary and appropriate for their wear and use for the purposes of the journey and present comfort and convenience and which are not intended for other persons or for sale.

CITIZENS OF THE UNITED STATES, or persons who have at any time resided in this country, shall be deemed to be residents of the United States, unless they shall have abandoned their residence in this country and acquired an actual bona fide residence in a foreign country.

SUCH CITIZENS OR FORMER RESIDENTS who desire the privileges granted by law to non-residents must show to the satisfaction of the collector's representative on the pier, subject to the collector's approval, that they have given up their residence in the United States and that they have become bona fide residents of a foreign country.

The residence of a wife follows that of the husband; and the residence of a minor child follows that of its parents.

GOODS OTHER THAN PERSONAL EFFECTS

HOUSEHOLD EFFECTS of persons or families from foreign countries will be admitted free of duty only if actually used abroad by them

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not less than one year, and if not intended for any other person, nor for sale. Such effects should be declared whether the passenger be a resident or a nonresident of the United States.

ARTICLES INTENDED FOR USE IN BUSINESS, or for other persons, theatrical apparel, properties, and sceneries, must be declared by passengers, whether residents or nonresidents.

CIGARS AND CIGARETTES

All cigars and cigarettes must be declared. Each passenger over eighteen years of age may bring in free of duty 50 cigars or 300 cigarettes if for the bona fide use of such passenger. Such cigars and cigarettes will be in addition to the articles included within the \$100 exemption.

BAGGAGE DECLARATIONS

THE LAW PROVIDES that every person entering the United States shall make a declaration and entry of his or her personal baggage. The law further requires that the values of articles shall be determined by customs officers, irrespective of the statements of passengers relative thereto.

It will thus be seen that there is no discourtesy in the requirement that both a declaration and an independent appraisal shall be made. Taken together, these requirements place the passenger in the same position as any other importer of merchandise.

Passengers should observe that on the

sheet given them there are two forms of declarations; the one printed in black is for residents of the United States; the one in red, for nonresidents.

THE EXACT NUMBER OF PIECES of baggage, including all trunks, valises, boxes, packages, and hand bags of any description accompanying the passenger, must be stated in the declaration.

THE SENIOR MEMBER OF A FAMILY, present as a passenger, may make declaration for the entire family.

LADIES TRAVELING ALONE should state that fact in their declaration in order that an expeditious examination of their baggage may be made.

WHEN THE DECLARATION IS PREPARED AND SIGNED, the coupon at the bottom of the form must be detached and retained by the passenger, and the form given to the officer of the ship designated to receive the same. A declaration spoiled in its preparation must not be destroyed, but turned over to the purser, who will furnish a new blank to the passenger.

AFTER ALL THE BAGGAGE AND EFFECTS OF THE PASSENGER have been landed upon the pier, the coupon which has been retained by the passenger must be presented at the inspector's desk, whereupon an inspector will be detailed to examine the baggage. Passengers must acknowledge in person, on the pier, their signature to their declarations.

EXAMINATION OF ANY BAGGAGE MAY BE POSTPONED if the passenger requests the of-

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ficer taking his declaration to have it sent to the appraiser's store.

PASSENGERS MUST NOT DEDUCT THE \$100 EXEMPTION in making out their declarations. Such deductions will be made by customs officers on the pier.

CONTESTED VALUATION

PASSENGERS DISSATISFIED WITH VALUES placed upon dutiable articles by the customs officers on the pier may demand a reëxamination, but application therefor should be immediately made to the officers there in charge. If for any reason this course is impracticable, the packages containing the articles should be left in customs custody and application for reappraisal made to the collector of customs, in writing, within ten days after the original appraisal. *No request for reappraisal can be entertained after the articles have been removed from customs custody.*

MISCELLANEOUS PROVISIONS

CURRENCY (OR CERTIFIED CHECKS AFTER JUNE 1, 1911) only can be accepted in payment of duties, but, upon request, baggage will be retained on the piers for twenty-four hours to enable the owner to secure currency or certified checks.

THE OFFERING OF GRATUITIES OR BRIBES to customs officers is a violation of law. Customs officers who accept gratuities or bribes will be dismissed from the service, and all parties concerned will be liable to criminal prosecution.

DISCOURTESY OR INCIVILITY on the part of customs officers should be reported to the collector at the customhouse, to the deputy collector or the deputy surveyor at the pier, or to the Secretary of the Treasury.

BAGGAGE FOR TRANSPORTATION IN BOND

BAGGAGE INTENDED FOR DELIVERY at ports in the United States other than the port of arrival, or in transit through the United States to a foreign country, may be forwarded thereto without the assessment of duty at the port of arrival, by the various railroads and express companies, whose representatives will be found on the pier.

Passengers desiring to have their baggage forwarded in bond should indicate such intention and state the value thereof in their declaration before any examination of the baggage has been made.

SEALSKIN GARMENTS

An act of Congress of 1897, as amended in 1910, expressly forbids the importation into the United States of garments made in whole or in part of the skins of seals taken in the waters of the Pacific ocean; and unless the owner is able to establish by competent evidence and to the satisfaction of the collector that the garments are not prohibited, they can not be admitted.

PENALTY FOR NOT DECLARING ARTICLES
OBTAINED ABROAD

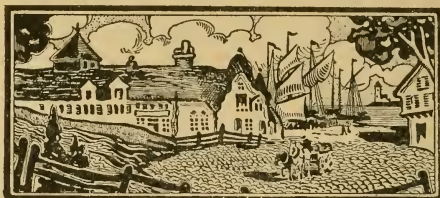
UNDER SECTIONS 2802 AND 3082 OF THE
REVISED STATUTES OF THE UNITED STATES,

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ARTICLES OBTAINED ABROAD AND NOT DECLARED ARE SUBJECT TO SEIZURE, AND THE PASSENGER IS LIABLE TO CRIMINAL PROSECUTION.

JAMES F. CURTIS,
Assistant Secretary.

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
Washington, March 14, 1911.



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