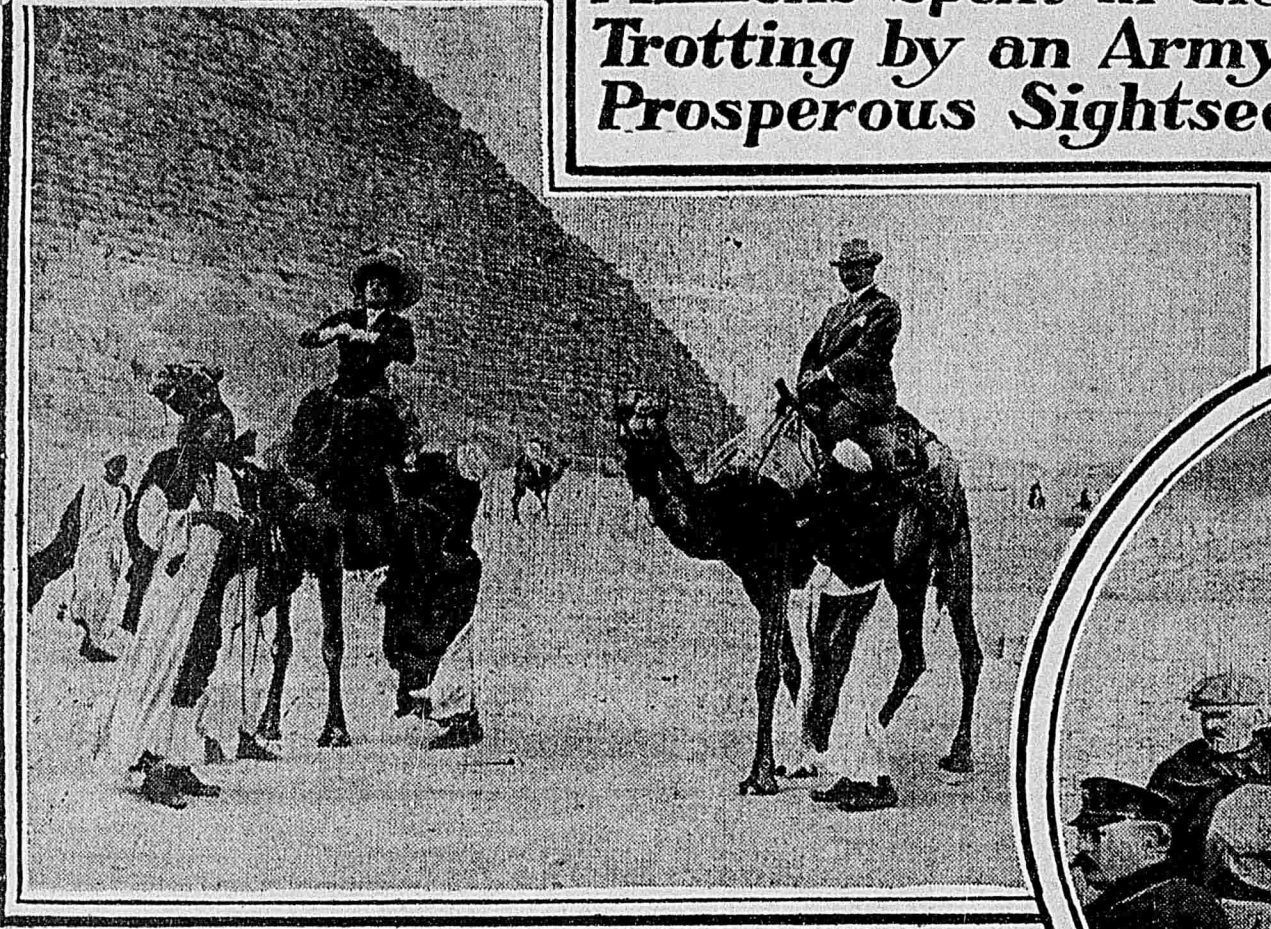


# Americans the World's Greatest Travelers

Millions Spent In Globe Trotting by an Army of Prosperous Sightseers



A DENVER PARTY AT THE GREAT PYRAMID.

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AMERICANS TAKING TRAIN FOR JERUSALEM.

FIGURES are fascinating when they represent an excess of income over expenses. When applied to travel, especially foreign travel, they glow. Prosperity is the forerunner of travel. A hurried scan of the bookings of the steamship agencies in New York city indicates that the year of bountifulness is at hand. It looks as if fortune were breaking in instead of knocking. It costs money to go to Europe. The money is here. Usually the flow of travel from American shores sets in early in June. This year it started in May. Bookings for sailings in June and July forecast an inundation on the other side of the sea. Revision up or down may make a difference in individual cases, but the big community is at the gateway post.

The banner year of travel abroad was 1907. Then 755,211 people sailed from the port of New York. Of this number 100,406 traveled first class, 108,572 went in second class cabins and 546,233 crossed in steerage.

In 1908 the poor and the panic stricken were huddled together. Nevertheless there were some sailings. In that year of doubt 77,000 went first class as against over 100,000 in 1907. Taking this as a basis, travel from this side during the summer at hand makes computation stand up and think.

It is estimated by foreign travel statisticians that over 500,000 go from this country to Europe between June 1 and Aug. 1 every year. A tourist agency places the exodus at 5,000 a week. Steamship agents say 6,000 a week is nearer correct. Travel to China has increased in the last six years 100 per cent. The figures in 1907 showed that 125 sailed from San Francisco every week during the travel season for that country, the total for the year being 660.

To accommodate this travel tide thirty steamship lines are actively engaged in New York city, Philadelphia, Boston and at other ports, and more than a dozen lines handle the business from the Pacific coast. All the money for this travel does not, as some suppose, go into foreign pockets. It costs money to get ready to make a foreign journey. It was figured out in 1899 that the expense of getting ready in this country averaged \$25 for each passenger. Multiplying this by the number of people who sailed, it was found that \$5,000,000 was the outlay in the United States for preliminaries before travelers had gone aboard their ships.

The figures are much larger now than in the year mentioned. It will never be known how much American money is spent in travel every summer. Each year sees some new road opened, some new attractions added to the itinerary, although the object itself may be as ancient as those visited by the comparatively few who used to do the traveling. According to the best information, not less than \$5,000,000 represented the output by American invasion into Europe in 1907. In 1896 20,000 Americans visited Paris. In 1898 the number went up to 42,000 during the season. The number was increased in the banner year and will exceed the banner year during the present season.

Travel According to Distances. If these figures fail to give the mathematical mind an idea of the tidal wave of travel a vision of the extent of foreign journeying may be had in contemplating it by distances.

Estimating the number that have gone abroad at 500,000, which is the minimum, it is found by returns made by the travel agencies that the distance traveled by this army of European occupation was over 500,000,000 miles. The same distance would be enough for a round trip to the solar system, with side trips to Mars, Jupiter and some one night stands on smaller planets. If the mathematical mind is hungry for some other basis on which to grasp the idea of the magnitude of the travel proposition, here is another way of looking at it:

If a hundred people set out to travel the distance traveled in a single season by Americans who go abroad they each would be compelled to journey 200 times around the earth, which would keep them busy at the highest rate of speed for fifty years. At this rate a traveler would have to start early in life.

Assuming that you have concluded to go abroad and that you have secured your passport, which is now necessary only in Russia, but which is a good thing to keep handy wherever you go, and assuming that you have obtained from any well known bank a letter of credit which you can show to any reputable banker abroad when you have occasion to draw, for no traveler who expects to spend much will ever carry all his money with him, the next thing of interest is the cost from, say, New York city.

There are now three rates—summer, intermediate season and winter. The traveler with a bank account that is quite elastic hardly need be told that if

he secures an "Imperial suit" on the Kaiser Wilhelm, for instance, it will cost \$2,000 from May to July, \$1,500 from April 1 to April 30 and \$1,000 from August to March. These round trip rates apply to steamers of the class named. Of course there are cheaper rates on equally safe and comfortable but less speedy steamers.

After all, the cost of going over is largely a matter of pride of a brand that is labeled by the average traveler as "foolish." The time came some years ago when the traveler who took second class passage had no explanation to make for so doing. The steamship lines were not slow to act upon this, and now one may secure comfortable quarters and satisfactory service in the second cabin. In fact, one line has but one cabin, and that is frankly advertised as "second cabin."

Of course there is still a cheaper cabin rate—the steerage. The cost of making a voyage to Europe is a matter of pride, the brand referred to and the pocket-book. It is not far of the fact to say that anybody can go to Europe now. And when you are there your expenses can be worked out on the same rule. Old travelers to the other side found out long since that one may see all he cares to see and without any great discomfort by traveling anywhere in Europe second or third class. Everybody who has tried it has his or her own story to tell as to how to do it. A good deal depends upon the sort of traveler one may be. Paris can be seen on \$2 a day. This includes a small, cheap and clean room, wholesome food, no extras and plenty of exercise in walking. Everybody who wants to see all, except the luxuries, now walks, even if one has the price of a cab or a motor.

Bear in mind one thing—no matter how much money you have, find out before you take any step what the cost will be. This rule is a good one, whether you stay at the most luxurious hotel in any European city or pass the night

in the hut of a peasant. It is not pleasant to travel under the impression that every one whom you are to meet is a robber, but remember that there are robbers in the best communities. If you are a woman and are going to travel alone on the American idea that every woman knows how to take care of herself, be careful to what city you apply the idea. You can knock about in London "all, all alone," and never be annoyed. If you are a woman, no matter how circumspect you may be, drop the American idea that you can take care of yourself when you arrive in Paris. And when you start out, no matter what the locality may be, don't double on your route. This warning is for men as well as women. When you do that you pay twice to see the same show.

Much of the foregoing information as well as some to follow is chiefly for the benefit of such as have not made the trip, but who may be going in the near future. In this age of personally conducted tours no detailed information is needed. If you are going in that way you need no guide. But if you are foot loose there is no reason why you should not go it alone without any fear of involving yourself financially. To such a little advance information will help.

It is possible—and this is given as the views of those who have been there—for a man whose habits at home have not led him into excesses to see a great deal of the old world on from \$150 to \$200 and have something left for souvenirs. Here is an actual experience, confined to London and Paris:

Two young men left Boston with \$100 apiece. They went third class and at a time when there was a rate war on, and rate wars are common on the ocean highway. Their transportation for the round trip, including the fare from Liverpool to London, was \$29 each. They had one room going over, but coming back they were put in a room containing ten berths. The berths were scrupulously clean and the food more whole-

some than that obtained in many so called first class boarding houses. The young men had been reared in the cultured atmosphere of Boston, but they confessed after their return that for the most part the passengers in the cabin they occupied were interesting, polite and, as a rule, far more considerate of the comfort of each other than are the passengers above in many instances. The real test of politeness is unselfishness, whether you find it on land or at sea, and, as there is something about the sea which brings people closer than is the case on land, the third class passenger who is not a brigand or a fugitive will quickly ally himself to the better element.

The two examples cited spent one week in London and six weeks in Paris. They stopped at a private house in the former. The fare to Paris and return cost \$11. The room in Paris cost \$1.50 each a week. Their food averaged \$4.50 each a week, and they never went hungry. Here is a copy of their expenses for the trip:

Passage over and back .....	\$29
Round trip ticket, London to Paris ..	11
Six weeks in Paris at \$1.50 .....	36
Ticket from London to Liverpool .....	4
Total for necessities .....	\$80
Incidentals .....	20
Total .....	\$100

The incidentals included several visits to museums and a few souvenirs. The rate for third class passage is higher now than it was when the two young men went over, but with the advance a similar trip may be taken for \$125.

Since his first trip one of the young men has made several journeys abroad, extending his travels each time. He gives it as his experience that one may see a good deal over there for \$1 a day, exclusive of car fares, and for \$1.25 or \$1.50 a day the traveler who goes to see

Instead of being seen will return satisfied.

Get Some French Phrases.

If the traveler who has no money for extras knows only his own American he will do well to master a few phrases. Here is a list that will carry one across any land: "How much does it cost?" "Have you got a room?" "That costs too much." "Haven't you got anything cheaper?" and "Give me a bill of fare." If you ask "How much does it cost?" in native you get the price of the country you are in. If you ask in United States you get the United States price. The foreigner has learned all that. The average foreign waiter is a past master in the art of juggling figures; hence the injunction—do not order anything from the bill of fare which does not have the figures put down in black and white. The language the traveler uses should be French. When abroad speak it as often as possible. Disguise the fact that you are an American. Even if you are in Germany speak French if you know any. A safe plan before leaving on your voyage is to lay aside from 10 to 20 per cent more than the cost you have figured.

Find the Americans.

The American traveler who goes abroad for the first time will be surprised, despite the fact that he may have a general idea that Americans are great trotters, to find so many from his own country. If you are from Philadelphia you will find a colony from that city having a good time by themselves in Spitzbergen. If you run down to Jerusalem you will find a lot of New Yorkers or Bostonians or Chicagoans roaming around in Palestine. When you get to Lydda you will get into the scurry for tickets to the holy city. All Americans who can do so now include Egypt in their plans. At the pyramids the American will certainly find some one from his part of the United States. There are Americans in Africa, on the burning sands and in the jungles. Get in touch with the American contingent wherever there is one, provided you are going where they are, and as before intimated, you will find them everywhere. They are the best travelers on earth.

FRANK H. BROOKS.

Fatal Months.

It is strange that the first half of the year appears to be fatal to the persons of kings and rulers. One finds in this period more anniversaries of executions and assassinations than in all the rest of the year. On Jan. 21, 1793, Louis XVI. was executed, and on Jan. 20, 1849, Charles I. lost his head. The late Duke of Clarence died in Janu-

ary, and this month in later years also saw the death of Queen Victoria.

The month of February was fatal to two lovely queens, for Mary, queen of Scots, was beheaded on Feb. 8, 1537, and on Feb. 13, 1542, Catherine Howard met her end on Tower hill. On Feb. 13, 1820, the Duke de Berri was murdered. On Feb. 15, 1634, the Duke of Friedland was assassinated, and February, 1905, saw the murder of the king and crown prince of Portugal.

March is also ominous. On March 14, 44 B. C., Julius Caesar died by the hands of assassins. On March 23, 1804, the Duc d'Enghien was shot. The Emperor Paul of Russia was murdered on March 23, 1801. Gustavus III, king of Sweden, died by violence on March 29, 1792.

Gold and Silver Cannon.

The maharajah gaskwar of Baroda has melted down and converted into bullion the celebrated gold and silver cannon of Baroda. Of these costly but useless toys the silver guns of a former gaskwar were the inspiration. In order to "go one better" than his predecessor the late gaskwar had the gold guns cast and mounted at a cost, it is said, of \$500,000.

Rents in England.

The cheapest houses at Bournville, England, rent for only \$7.80 a month, which includes taxes and water rates. Such a house contains five rooms and a wonderful folding bath, which stands up like a cabinet when not in use. Clerks and artisans, however, generally pay about \$12.30 a month for seven rooms and an eighth of an acre.

The Census of Japan.

Hitherto the population of Japanese towns of the empire as a whole has been estimated from the official records of births and deaths, and other documents, but it has now been arranged to make a municipal house to house investigation, commencing at Kobe.

India's Cotton Bug.

One of the most destructive pests that afflict the planters of India is the red cotton bug. The insect has been reported as a cotton pest from every part of the country. Its presence is detected by the offensive odor.

Journeys to Business.

The occupant of a top floor office in New York estimates that in going to and from his office he travels 129 miles each year by elevator.



SCENE AT THE PIER SHORTLY BEFORE THE SAILING OF AN OCEAN STEAMER.