ENGLAND KEEN TO WELCOME AMERICAN TOURISTS

Hotels More Closely Approach New York Hostelries in Comfort, Motor Travel Cheaper Than Railroads and Famous Sightseeing Spots Never So Attractive as Now---Many Organizations Provide Warm Greetings---Members of War Missions Plan Reunions

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ENGLAND badly wants American tourists this year and is prepared to do a good deal to get them. Last year there was a horrible slump in pre-season expectations. Hotels were full, rates were high, servants were disagreeable, Americans heard of it and in uncomfortably large number for Britain they gave the British Isles a wide berth.

This year the crux of the situation has been remedied. No less than five of London's largest hotels have during this year been restored to their regular uses after mobilization. Accommodations now in London are going begging. There will be plenty of room for all, if they choose to come.

The early season has, of course, been ruined by the coal strike, and despite the manifold attractions of American golf and polo players here steamship and hotel companies report that by far the largest bulk of American transatlantic legions have debarked at Cherbourg rather than Southampton. There are big American galleries at both the golf and polo matches, but they are almost without exception not of the usual tourist type. They are American residents of the British Isles or persons specially connected with either game or with the Americans who play it.

Coal Strike Kept Away Many American Visitors

Once the coal strike is over, however, England expects the rush to begin. Not only are the hotels ready but the railroads are prepared to take Americans to Stratford-on-Avon, the Lake country and the Penn country, the Washington country and all of the other American shrines—save only Ireland—where the followers of the faithful Dr. Baedecker used to flock in the dim ages before Armageddon.

Ireland is still uncomfortable to travel in. In Dublin itself the innocent bystander is only too often caught in the shower of Mills bomb splinters or the fusillade of machine gun fire with which the forces of the crown and the Irish Republican Army argue their lethal brand of politics on crowded street corners. In the Irish country trains are frequently converted into moving fortresses by one side or the other, and despite the fact that an American accent is a pretty fair protection from the "extremists" of either side it is too often the case that strangers are disposed of first and their antecedents looked up afterward.

But England is smiling this spring as she has seldom smiled before, despite all her industrial troubles. Her own business has been bad, her own taxation is frightfully restrictive of all pleasure travelling, and her huge travel and tourist organization is studying every means possible to make the transatlantic visitor happy. It has been a springtime of wonderful sunshine and blossom, and now the country is luxuriantly verdant from the unexpected little squares of London to the great downs of Sussex and the rolling moors of the north.

For the tourist the heart of hospitality has been returned to Northumberland avenue, between Trafalgar Square and the Embankment. All of the great hotels in that thoroughfare—the Grand, the Victoria and the Metropole—have been demobilized. The Grand and the Victoria are already in full operation, and the Metropole will go into full commission late in June or early in July.

Every American who ever spent the night in Liverpool invariably subscribed to the slogan that the Midland Adelphi Hotel there was the best "American hotel" in Europe. And the man who designed and built and ran the Midland Adelphi is now the Mayor of Northumberland Avenue. Himself back from the wars with a knighthood, Sir Francis Towle is now managing all three famous houses for the Gordon Hotels, Ltd., and handling as a side line their string throughout England, France and the Riviera. He is the John Bowman type of hotel man, and his ideas for the hotels are American adapted to European conditions.

In London he is running the Grand as the business man's hotel, the Victoria as the family house, and when the Metropole opens it will be the cosmopolitan resort of everything that is sparkling and gay.

"We want Americans," he said vigorously to THE NEW YORK HERALD correspondent today. "I know them well, both here and over there, and we will have something to offer for the American of every taste. We will have inclusive terms as low as 30 shillings a day for everything in all the houses, and our rooms will start at 10 shillings 6 pence, with plenty of good space at that rate. And when I say inclusive rates I mean it, with no extra charges for baths or service or lights or the other things Americans find irksome in the European hotel system."

Besides the Northumberland avenue hotels Sir Francis Towle is also manager of several other good hotels in London, such as the Adelphi, the First Avenue and the Grosvenor, and his company runs the great Metropole at Brighton, the Metropole at Folkestone, the Cliftonville at Margate, the Lord Warden at Dover, which every cross channel passenger sees above the harbor; the Hotel Royal at Dieppe and the Metropoles at Cannes and Monte Carlo. Hence they are featuring a plan for booking tourists throughout a resort and Continental journey covering these points.

Hotels of All Kind Open And Prices Are Fairly Low

Coutant, the chef who made the season of the Casino at Cannes such a brilliant one this winter, has been loaned to the Gordon Hotels for the opening of the Metropole, and Sir Francis promises a real Biltmore atmosphere there, with dancing and dining and gayety throughout all the hours when the human likes to play.

The Cecil has now also opened its huge doors in London and the famous "beach" of the Strand is again populous and gay. There, too, moderation in charges has been the rule and a good single room can be had for 10 and 6 a day.

Those hotels which kept open during the war, like the Carlton, the Saxoy, the Ritz, the Berkeley, Claridge's and the Hyde Park, are still busy and the rates run a little higher there and it is advisable always to reserve room accommodation ahead. But there is nothing like the rush there has been during the last few years and it is still possible to arrive in London at night and get good and reasonable accommodations. Those Americans who have arrived so far this season have shown a great predilection for the small "private hotels" like Brown's and Almond's and a score of others through Mayfair. There is also the Alexandra facing Rotten Row, the Kensington Palace Hotel near the palace and a whole string of excellent houses along the northern border of Hyde Park, while Bloomsbury, with the Imperial, the Russell Square, the Strand and Regent Palaces, and scores of others are eagerly awaiting not only the American millionaire but the schoolmarm and the young ladies here for culture from the West who used to fill Westminster Abbey and the Tower in the good old days.

You Pay 6 Cents a Mile If You Go First Class

Before the coal strike the English railways had really gotten back to their pre-war standard of convenience and comfort and it was always possible to find a seat in a first, a second or even a third class carriage. Service has been cut to the bone during the strike, but the rolling stock is in good shape and once the fuel is available travel will be comfortable once more.

In the provinces there is excellent hotel accommodation now at all the places to which Americans like to go. Rates are much lower as a rule than in London, and while it is advisable to reserve rooms a day or two in advance, a telegram will do it and you will receive a cordial personal welcome from the boots to the maitre d'hotel.

Railway fares are still high and will remain so if they do not go higher again when decontrol is put through in August. The basic rate for a third class ticket is a little over one and a half pence a mile, or slightly more than 3 cents. First class is twice third, or better than 6 cents a mile, and second about half way between the two. Either second or third class carriages differ little in either comfort or cleanliness from the fine first class carriages on the through trains, but nowadays when Peers and M. P.'s frankly travel third rather than at 6 cents a mile the third class carriages are usually crowded. There is also some difficulty in getting food in third class carriages on long journeys.

England is probably the one country in Europe where an American can use his own automobile to advantage in touring, provided he thinks the freight rate over and back is worth the comfort of having his own car. Otherwise, throughout England, as on the Continent, excellent cars can be hired at really reasonable rates.

Royal Automobile Club Sends Delegates to Meet Every Ship

The Royal Automobile Club is the great protector of all English speaking motorists, here as well as on the Continent. Its representatives meet all incoming vessels to take care of cars, and the entire facilities of this great organization are at the disposal of any American who is a member of the Automobile Club of America or who cares to join the Royal Automobile Club at a moderate fee. Through this organization guides can be obtained, maps and literature secured and, best of all, it will attend to all customs and other formalities either here or on the Continent. In fact, it is extremely advisable that Americans contemplating motoring here in their own cars come to England first. Under the aegis of the Royal Automobile Club it is possible for Americans going to France, for instance, to obtain privileges there which are not available under any circumstances to Americans going directly into that country.

The club's touring department has an arrangement whereby a deposit may be made to cover the duty on any car brought temporarily into practically any country of Europe, which deposit is returned when the journey ends. The duty into England is 33 1-3 per cent.; into France up to 60 per cent., with an additional charge of several hundred francs for taxes, and into other countries the duty runs very much less. By depositing enough to cover the highest rate of duty among the countries it is intended to visit an international pass through the customs can be secured.

The R. A. C. also attends to the formalities connected with extending license courtesies to both cars and drivers. It is wise for Americans to take out regular British licenses for both cars and drivers, as these are recognized throughout the countries signatory to the international agreement for the exchange of tourist courtesies, and the United States is not a signatory to that convention.

Good Food Obtainable, All Restrictions Removed

The golden gorse and the primroses have gone off common and hedge now, but the country has settled into the rich and opulent verdure of England, and the rhododendrons are bursting in the copses, and in a few weeks every garden will blaze with England's roses. Through all the summer, particularly the early summer, when the evenings are long—they save daylight, and it isn't dark now until late in the evening—the sweetness and the prosperity and the verdant richness of England lie all about the traveller. In the fall the heather blooms. And up to the last days of October there are long stretches of good weather, despite the occasional long stretches of bad.

General conditions are much improved. Britishers still complain that their roads are not back to pre-war smoothness, and that prices are still outrageously high. But the American will be pleasantly disappointed in both respects. All wartime restrictions on food have now vanished, and food is good and plentiful. Men's clothes are little cheaper than in New York, but are of wonderful Irish, Scotch and English cloths. Women's clothes are also good, but women say they are neither as varied nor as smart as those of either Paris or New York.

Excellent cigarettes and tobacco can be obtained throughout Great Britain, strictly in the American taste for both, and only cigars are costly. It is impossible to buy even a decent cigar for less than a shilling.

Drinkables, of course, are still limited to certain hours, but the quality has recovered, and from the big cafes of the London hotels to the humblest village pub it is always possible to get good wine, good beer and good whiskey.

For perhaps the first time, too, in England there is an effectively organized effort to extend personal hospitality to Americans who come with decent credentials. This is the outgrowth of the extensive entertainment afforded to the thousands of British visitors to the United States during the war and to a real desire on the part of Anglo-Americans to remove from the relationship of the two countries the feeling which many Americans get here that British people of their own or similar social tastes do not like to receive outsiders.

Members of War Missions Eager To Renew Friendships Made Here

Accordingly the Reunion of British War Missions to the United States has an elaborate organization whereby any American who was on terms of friendship with any member of the British missions in America upon reestablishing the contact here will find any hospitality he may have extended in America repaid a hundredfold. If he wants to borrow a motor, get a card for a club or a golf course, pay a weekend visit at a country house, ride to hounds, take a gun on a Scottish moor or a rod in a salmon river, meet any persons of distinction in the social, political, business or artistic community, or even do a little plain sightseeing, the entire resources of all the members of the Reunion are pledged to help, and through its efficient secretary, Capt. O. P. Beeman, a roster is kept always up to date of members in town and country and for just what sort of "duty" they are available.

The women's committee of the English Speaking Union has also assumed the pleasant burden of this sort of work. Its members, both British and Americans resident here, are prepared to do everything in their power for women presenting letters of introduction from the American branch at 6 East Forty-fifth street. Not only are hostesses available to entertain and conduct such persons in London but a roster of women in the cathedral towns and near other points of interest has been prepared, and its members stand ready to open their homes to American visitors and do everything to make their stay pleasant.

What England Offers the American Tourist

HOTELS are good, plentiful and reasonably cheap, from 10 shillings 6 pence up a day for single rooms in the best in London.

Food is excellent—as is the stuff to wash it down with. Restaurant meals are about as expensive as they are in New York.

Railway fares are high—3 cents a mile for third class and 6 cents a mile for first.

Automobile hire is cheap; it is possible to travel throughout England in motor coaches at less than first class railway fare, and through the Royal Automobile Club convenient arrangements can be made for bringing over an American's own car.

The scars of war have been wiped out and London, Stratford-on-Avon, the Washington country, the Penn country and all of England's great treasuries of cherished memories are as furbished, as trim and as movingly interesting as ever they were.

Men's and women's clothes are a little cheaper than in America, though men's clothes are probably superior in quality of cloth, price for price, though not in tailoring.

There is little formality about British customs. Tobacco and cigarettes for the American taste can be found any place, but cigars are high.

And any American can understand and be understood in his native tongue throughout the length and breadth of the British Isles.

Champion Finder of Lost Articles Makes Charity the Gainer

IT used to be said that people living in certain parts of Europe believed that the streets of American cities were paved with gold, and were only convinced of the myth by coming here and making a personal investigation. However, the idea that money in considerable quantities is lying around loose on the pavements of New York—though seldom in golden pieces—is not such a wild one after all, for between May 17, 1920, and May 17, 1921, one man, by keeping a sharp eye on the sidewalks and gutters in his morning walks, before 7 o'clock, has picked up seventy-five pieces of coin and a number of bills.

Here is a list of the bills and coins found:

One five dollar bill	$5.00
Two one dollar bills	2.00
Four twenty-five cent pieces	1.00
Nineteen dimes	1.90
Twelve nickels	.60
Forty-one pennies	.41
	$10.91
FOREIGN COINS.	
One Canadian dime	$0.10
One English penny	.02
One pfennig (Deutsches Reich)	..
	$11.03
POSTAGE STAMPS.	
One five cent United States stamp	$0.05
One two cent United States stamp	.02
	$11.10
SUBWAY TICKETS.	
Three subway tickets	$0.15
One-quarter of a one dollar bill	..
Grand total	$11.25

The district where this Eldorado was found and worked is confined wholly to Broadway between 135th street and 154th street.

And here is a complete list of other valuables picked up, not including a good auto tire, which were left in the street, a nonskid chain and two women's hats—both found on the morning of January 1 last, after the procession of auto parties had trailed into town. The hats were torn and smashed by persons who hadn't been drinking near-beer or grape juice, the finder asserts. Neither does the list include a fine lady's bead pocketbook, containing a roll of money, jewelry and the usual assortment of things found in a well furnished handbag. The finder found the owner for this, and gave it to her.

Two other articles in the list await owners—a small diamond (worth perhaps $15)—found almost the last day, and a lady's imitation diamond and pearl cluster breastpin. As it is impossible to trace the owners of the coins and bills the finder has handed them over to a worthy charity.

The man who found this money and these trinkets and other things of more or less intrinsic value has made several psychological discoveries. Ninety per cent. of the dimes, for instance, were found at points where persons take buses—that is, on the far corners of Broadway and cross streets.

Every coin was found in the gutter with the exception of one twenty-five cent piece, six pennies and a single dime. The dime was found on an icy sidewalk in January, the twenty-five cent piece in the middle of the street and the six pennies on the sidewalk. The finder of this money believes much of it is lost by patrons of the upper decks of buses in making change.

He also made his biggest finds on Sunday mornings, which leads him to the conclusion that, more people being out Saturday nights parading, more money is lost. The "dull season," of course is when there is snow on the ground.

Makes His Biggest Finds On Sundays in the Summer

"Recently," he says, "the finding business has fallen off, because one of my neighbors saw me several mornings walking along the curb and occasionally stooping down to pick up a cent, a dime, a nickel, a quarter or perhaps a cigar coupon or lady's cloak button, and I told him what I had found that morning, I think 22 cents—two dimes and two pennies. Later he told a cop, he says, that I picked up enough every morning to pay for a good breakfast, and then told me about it. A few mornings later I had opposition, for as I walked north toward Trinity Cemetery hill, where I always turned and combed the other side of the street as far down as 143d, I saw Mr. Policeman ahead of me. And I saw him other mornings toward the end of my year's harnering, busy as a bee on the top of a sweet red clover bud, poking with his night stick. Later I saw another policeman doing the same thing."

Most of the marbles were found in May, 1920, and May, 1921, and fill a large tin box. Every one of them was found in the gutter on Broadway and had rolled from the parkway, where the boys in those months played for keeps in mud of spring. When a marble would roll off the elevated parkway it usually kept going between speeding automobiles until it hit the curb, and often it was too hazardous an undertaking for a boy to follow it, and he let it go. These marbles range in kind and quality all the way from a five cent tobacco alley, glass striped shooter and painted crockery to a "common" or just plain "mib." An orphan asylum got this collection, also the sixteen rubber balls.

The finder is a cautious man, and whenever he found a ball or other children's toy he washed it in alcohol (properly poisoned, too) and put them away.

Here is the list of findings, exclusive of the money:

One very small diamond stickpin.
One lady's imitation diamond and pearl cluster breast pin (crushed out of shape).
One vanity case.
Six subway tickets.
One lip stick.
One cigar cutter.
One Automat slug (H. & H.).
Five dice.
One small bell.
Two silver thimbles.
One Boy Scout badge.
One hundred and ninety-one marbles.
One rosary (beads).
One Philip Vidol badge.
Two pin pool balls.
Seventeen ball bearings.
One stone setting for pin (red agate).
Sixteen rubber balls.
One celluloid ball.
One check, "Good for one drink" (D. J. O'C.). No value—pre-Volstead.
One composition neck chain (small links).
One necktie clasp.
One girl's pin.
Twelve amber beads.
Two golf balls.
Five cuff buttons.
One poker chip.
One key.
One St. Aloysius Society button.
One Sangra Abruzz Social Club button.
One collar button.
One silver spoon.
One French officer's button.
One naval officer's button (American).
One letter carrier's button (P. O. D.).
Three hundred cigar store certificates, for which the finder bought a fine carpet sweeper.

Several dozen insignia, naval and army buttons, women's cloak buttons and other things, all of intrinsic value, some of the cloak buttons being quite expensive; also every known small part of an automobile, nuts, bolts, washers, &c.

The largest number of coins found on any one morning was six—two dimes, one nickel and three pennies—all in different blocks. One $1 bill was found in the gutter at 153d street, and the other two and the $5 bill at 131st street and Broadway. Many of the dimes, he believes, were lost by women from their gloved hands at bus waiting points and says, from his experience, the dime is the nimble coin and not the nickel, for he found nineteen dimes and only twelve nickels.

"One thing is certain," said the finder of these things, "New York people are mighty careless with their small change, for I seldom go out a morning without picking up at least one coin, and I walk briskly and do not go poking around in rubbish heaps, either—just keep my eye peeled—and here's a dime or a nickel or a penny! Since May 24 I have found quite a bit of change and other things and have begun to refill my tin boxes; but giving the snap away like this is going to put a crimp into my interesting sideline, for there'll be lots of competitors besides the cops. Go to it and be sure to give all the money to charity."