Motor Car and Boat Gossip

ATTRACTIVE DAY TRIP

FIRST CLASS HIGHWAYS.

Outward by Way of Tuxedo and Park.

seque Harriman section of the Interstate longer a luxury but a necessity." Park passing no fewer than seven mountain lakes within a few miles and automobile routes to Bear Mountain is 253,752 from the registration of cars. Up the fact that the turnings are clearly to July 14, 265,407 owners had registered

Edgewater, N. J., and ascends Fort Lee triots. Hill to Fort Lee, the other exit is over the 424 Street ferry to Weehawken, up-

Street, where road construction may nec- livery of the plates next fall in order to ture change was made necessary by the essitate a détour. At the waterwheel in Arcola, a right turn is made on the Paramus Road before crossing the Saddle Hiver, and the Franklin Pike followed north, east of the river, through Hohokus. Allendale, Ramsey, and Wahwah, and across the New York State line to

CROSSING THE RAMAPO RIVER.

Crossing the Ramapo River beyond Suffern, the route continues to Ramapo and along the pretty Ramapo Valley by way of Sloatsburg to Tuxedo, where the route passes the railroad station on the right and the entrance to Tuxedo Park on the left. Beyond the golf links of the Tuxedo Club a signpost will be noticed. indicating the road for Bear Mountain turning left from the main road. Our route turns left at this point, and, as it the main road and continues along Haverstraw Road. With a left turn into the fine roadway, the New Park Drive is followed north through the Harriman estate to Bear Mountain, at Highland Lake, the attractive public resort of the Palisades Park Commission, beautifully situated amidst wonderful views of the Hudson River, the lake, and the surrounding mountains, sixty miles from New York.

The homeward run starts south from Bear Mountain Park and circles round the mountainside of Dunderberg, offering splendid views of the Hudson and the pleasant wooded country beyond the river. Passing through Tompking Cove and historic Stony Point, the route enters Haverstraw, a picturesquely situated town, the four-mile stretch of whose handsome buy presents a scene of unusual attractiveness as viewed from the higher level of the road.

At Congers, the main route around Rockland Lake bears left, but, on account of construction in progress south of the lake, the Automobile Club of America advises motorists to take the Nanuet. A left turn at this point is ing the weeks that follow made for West Nyack, and the main road followed through pleasant pastoral

the thousands of automobile tourists to tal stops. whom its fine highway is familiar, for it was in the old Livingsten Mansion in Dobbs Ferry that Washington, Carleton, and Clinton met in 1783 for the final set-The remainder of the route into New Hudson and Yonkers, and completes a distance from Bear Mountain of fortyfive miles and of 105 miles for the round trip, by following Broadway to Columbus Circle and the clubhouse on \$4th Street.

Some idea of what is to be found in tiles and other things along the Mexican border is vividly portrayed in the window of the Colt-Stratton Company, the central, it Dodge Brothers Motor Car dealers, Broadway at 57th Street. The window display has attracted the attention of thou-

The present cross-country run on high tured by the Pathfinder Company, of Ingear. The gear-box of the car was sealed and the other the towncar.

officially before starting, and the seal will MANY CHANGES OF LATE by the American Automobile Association TO BEAR MOUNTAIN PARK a speed test. It is to prove the endurance remain intact until the finish. It is not qualities of the car, and its power and flexibility on high speed, and to register RUN OF MORE THAN 100 MILES ON the gasolene mileage under severe conditions. The car arrived at Sterling, Col., Friday, July 21, travelling at the rate of 11 8-10 miles on one gallon of gasolene.

Mortimer Schwerin, manager of the Home by Haverstraw and Myack, wholesale department of Longenecker & Sanders, Eastern distributers of Ab-Sparkill or Tarrytown - Seven bott-Detroit meter cars, returned from a Mountain Lakes Passed Within a trip through New York State, New Jersey, Rhode Island, and Connecticut, Few Miles - Along the Ramapo where he found much enthusiasm among Valley - Through the Interstate dealers. The general feeling is that 1917 will be the greatest year in the history of automobile manufacture. "This to a great extent," said Mr. Schwerin, "is due to the Bear Mountain Park is easily accessible fact that the industry is becoming more by a variety of routes from New York standardized. It can no longer be classione of the most scenic at the pres- fied as a game, but has now reached a trade situation which have given rise to machinery. During the year menmoment being by the Franklin Tuin- firm merchandising and financing basis. pla- and the new Park Drive. This fine Sales of automobiles are now made from

running through scenery of the most intration in this State is shown in the agreeable character. Not the least at- fact that since February I the office of tractive feature connected with the main the Secretary of State has taken in \$2.-From the clubbouse on 54th Street, a date was 20,243, with receipts of \$50,choice of two routes is suggested for 697. More motor cycles have been regisleaving the city. One proceeds north on tered in the Buffalo district than in

BEAR MOUNTAIN

ALONG AUTOMOBILE ROW

NEW METROPOLITAN REPRESEN-TATIVES FOR FOUR COMPANIES.

of This City Are Expected-Some Manufacturers Begin Policy of Establishing Their Own Branches Rather than Make Use of the Services of Middle-Men - Others Hold to the Old Policy.

ling changes in the local automobile new methods of manufacture and new any further changes will be made along titles of labor. Automobile Row. The shaking-up, if that Ninety-nine automobile factories proparently sent a disturbing feeling are located in Detroit and immediate virumbling up and down that part of cinity. Twelve are in Ohio, twelve in shall speak of these three not only bethe fact that the turnings are clearly their cars, dealers numbering 2,296. The sign-posted, and little difficulty is experi- their cars, dealers numbering 2,296. The Broadway, where the automobile com- indiana, and the remainder scattered cause their preëminence demands it, but the Sportan. I have seen him in immotor cycle registration up to the same panies are located which seemed to ef- about the country almost from coast to also because my observation of them portant games staring fixedly at the

The Willys-Overland Company has ea-Broadway to the 130th Street ferry for either of the New York or Albany distablished a factory branch in this city
Edgewater, N. J. and ascends Fort Lee tricts. for the direct sale of Overland and with the great plants centring about De The contract has just been placed for icy already put into effect of establish- cars made in this country from January hill to the Hudson County Boulevard the 1917 New York State auto license ing its own branches in the larger cities to July were made in East and north along the uplands of the plates They will be of an olive color with in the country. The company has had in Palisades to Anderson Avenue, which white letters, the numbers being hyphen- progress the construction of one of the State, having made 15 per cent of the leads, over excellent surface, northward ated as are those of this year's. Approx- largest service buildings in this part of total, or 111,946. Indiana made 2 per imately 300,000 sets will be required, from the country with the ultimate object of cent, during the first six months, giving resaing the trolley, the route passes present indications, to meet the 1917 de- taking over its own business. No definite 4 per cent. of the factories were well through Leonia and Bogota and enters mand. In placing the order, Secretary date had been set by the company when scattered, with a fair share in Illinois, linekensack by Main Street and Passaic of State Hugo made provisions for a de- it would do this and the present prema-

tion has assurance of the fullest cooperation of the factory interests, who are starting in on a new epoch in their eighty years' business career. The com-When January 1, 1917, marks the be-

ginning of a pew year, more than 1,500. 000 passenger cars less than a year old may be travelling the roads of the United States, or will have been shipped to other lands. This prediction is made in No More Upheavals in the Agencies the current issue of The Automobile, and is not based on estimates, but upon the fact that during the first six months of 1916 the period closing on June 30 at midnight, 754,902 passenger automobiles had been completed in American factories. In all factories throughout the country practically without a single exception, the rate of production is being increased at the present time. During the year, from July 1, 1915, to July 1, 1916, many production records were shaf The last ten days has witnessed start- tered by concerns which had installed

the first six months of 1916, 96 per cent. Willys-Knight cars thus following a pol- trott. Reventy-nine per cent of all the to July were made in the Wolverine State, or 595,158 in actual figures.

Ohio ranks second as a car-producing New York, and Wisconsin, where the natural ratiroad facilities lend themselves to the quick delivery of materials and also render possible good shipping facilities for the finished product. Both of these factors are extremely necessary to the big producing concerns, particu larly as regards shipping the cars, because each car takes up such a large per centage of space in a freight car, thus necessitating a great number of freight cars to take cars of even the cerns which have schedules up as high

as 1,000 a day and more. one-year period of July, 1915, to July, 1916, more than 477,000 Ford cars, or the parts to assemble them, left the shipping department of the Highland Park factory. Second in order of produc-Maxwell, with more than 40,000 for the wix months' period and approximately

menths ending July 1, 1916. Other big producers are Chevrolet, Studebaker, Chalmers, Hudson, and Saxon. With practically all these companies production activities have been such that during the first six months of 1916 many more cars were made than during the last half of 1915 Manufacturers of automobiles and accessories are cooperating to make August 6 to 12 national touring week. This too is just the proper time to use a car; far the best and most enjoyable motoring months of the year-the roads are in the pest possible condition. The New York Evening Post's Resort and Travel Bureau will cooperate to give motorists special touring information to be used during Touring Week. Any information desir ed by motorists may be had without charge by addressing this bureau.

Sydney G. Duffy, metropolitan dealer for the Standard Steel Car Company, of Pittaburgh, recently completed a test trip in one of the company's new eightcylinder cars from New York to Chicago and return. The test revealed a number of interesting features, and proved some of the sterling qualities of the car. Speaking of the test, Mr. Duffy said: "The first thing one does with a new gun, a new boat, or a new horse, is to try it out. The same is true of an auelidomos It was with this desire that We did not plan a record surprising fact, which could not be over ooked, was the frequent bad road conditions which we encountered, yet we covered 2500 miles in four days. The car used was stock in every detail, and the showing it made was more than creditable, no mechanical difficulties being encountered throughout the trip."

"Success which comes from concentrat. ing every effort of a manufacturing or ganization upon one article is exemplifled in the new Series 9 Franklin car. says Gien Tisdale, metropolitan reprepast, we will have one chassis. bodies, meeting various practical needs. have been developed, including a fourpassenger roadster, town car, and Sedan and brougham with V-fronts. hood contributes much to the effectiveness of these designs. Recognizing the between weight and operating relation expense, the company has reduced the The weight of the new car is 3,280 pounds, 'ully equipped."

Motor-car builders are realizing more the desirability of keeping the Soor boards of the car cool, and are givng special attention to this feature and car. In the Marmon 34 the exhaust man points to the front of the motor rather than to the rear, as in ordinary practice. This placement not only alws a freer passage of burned games by lowering the temperature in the exhaust pipe (by reason of the cooling influence of the (an), but it also provides a cool exhaust pipe under the car, and far away from the floor boards. The advantage is realised by the front seat passengers in summer driving.

The 1917 Velle "Biltwel" fix has been In the light of increased materials, and greater values in cluded, the fact that the price continues organised to take over the sale of Mitchell low, is interesting. Timken axies and bearings are now featured with all The touring body is longer and Diego, Cal., July 3. His destination is car, equipped with a Cole-Springfield nounces that George Stows, branch man-roomier than formerly. Body sides round New York. Dispatches report that he is body, designed to give the owner all the larger of the Chaimers Company of New over into a new and pleasing design. Finish and equipment is fully up to standard. George W. Garland, the New eral manager of the new company. The Yark Sealer, at 1888 Broadway, predicts

by the new company: The new combina-CONTEMPORARY'S EYES

TYPE OF INDIVIDUAL.

Capablanca, the Cuban Player, in an World's Champion - His Personal Teichman as They Appear in Tournaments - Tarrasch, Only, Prepares for Contests.

By JOSE BAOUL CAPABLANCA.

quickly and almost like magic. It ap- six months of 1916. Of this number 27 , hiest German opponents- Emanuel self of numerous and courtly bows. fect everybody, even the salesmen of coast. Of the 754,802 cars made during makes me believe that they present some chess board for fully an hour, so inof that picturesqueness and oddity sug- tently that one would think his sight

> fund of common-sense and knowledge statue. He is one of those long-haired individuals, indifferent to dress; a brilliant conversationalist, an inveterate smoker of is a very weak tactician. Coming always cigars, and aloper of black coffee, one well prepared to his matches, he bewhose person seems to be an appropriate decoration of a Bohemian café a Samuel Johnson, without his discourtesy, transported to a Russian café

LASKER'S CONVERSATIONAL POWERS.

Lasker's conversational power is exerised in a peculiar way. One must first engage him in conversation before he will talk. He is not of that kind of conversationalist who approaches another, he was to play Vidmar on the followand, by the brilliance of his talk, gathers ing day. around him a host of admiring auditors. Ford leads the list of hig producing His unassuming and courteous manner concerns, with a record of 298,000 cars is not calculated to produce this sort of and Tarrasch. Like Lasker, Teichman self, unaccompanied, to a café, and, like complished linguist; cannot extend himthe great Napoleon, sit at one of the ta- self to his best effort unless his whiskey tion, as far as quantity is concerned, is others. Here, sometimes, Lasker prefers at all games of cards and billiards. Work the Willys-Overland plant at Toledo. This to do some of his thinking. Usually, is no virtue with him, despite his masconcern produced 94,477 cars during the however, he reserves this function for sive bulk. As soon as his money is during the year ending July the long walks for which he is known gone, he sets about to play chess. opinions of others; never judges them lost the sight of one eye. And I recall harshly; but takes them all for what with what amusement, in the midst of a they are worth. This attitude he also maintains in chess, lending a willing ear to all discussions.

As for Lasker's picturesqueness of dress. I have been under the impression that he had long since dismissed the question of dress as one of the unnecessary ing incident in this connection, when Lasker visited New York. He had been invited by the Manhattan Chess Club to give an exhibition of simultaneous play. Special preparations were made in his honor. That evening Lasker evidently thought the occasion worthy of his wearing a Tuxedo. As he entered the room I heard a slight titter, and, looking up in the direction of the sound, I saw that Lasker had come to us that evening with his cravat untied and dangling down upon his shirt. When his attention was politely called to this, he thanked his informant very politely, and, endeavoring to correct this breach of the conventions. made several quick passes with his hands in the vicinity of his throat, and made a knot that passes description. In this fashion he played through the evening.

CHAMPION A DEEP THINKER.

Furthermore, Lasker is a thinker and

a philosopher of the true type such a one as, I have often felt, Plato might have delighted in shutting up in one of his towers, far from the madding crowd public. As a matter of fact, I believe that Lasker would have liked this job, for to be a philosopher of repute is an ambition very close to the heart of the worthy doctor. His predilections, however, lie in the field of mathematics, a fact that probably accounts for his scientific accuracy and inevitableness of result, when he plays chess. A professor sentative of this company "As in the of mathematics, his love for the subject New is very keen, and his capacity for work in this connection knows no bounds Were it not for the fact that there is an apematics to the game he plays, I should think of him along with that mathematician whose only claim to fame was the of its car 400 pounds, with fact that he started out-and succeeded strength and passenger size remaining in his attempt—to discover something in mathematics that had positively not even a suspicion of a practical application to anything in this world.

As for Lasker's method of play, I say, what is commonly conceded, that he is the distinction of champion of the world. As a tactician, there is no one of equal ability. Always ready to meet an emergency, however unexpected, he never finds it necessary to come to a game weighted down with the memory of a bookful of variations. He has the faculty of anticipating sooner than his opponent the crux of a situation, and has the power of seeing more. This seems to be common knowledge among those with whom he plays; and as a consequence they seem to play under a handleap. This gentus of Lasker's is reinforced by his accomplianments in mathematics, which assist him in being extremely accurate in games that assume a special aspect, and that adapt themselves to mathematical calcu-

in my own games with Lasker, what I have said of him was verified. There

was at all times evidence of his far-seeing brilliant gathering at Petrograd, we may vision, his accuracy and quickness of per- ceived the observation of a specialor. ception. Lasker, however, is generally that, if Teichman could see so much in but not consistently a slow and deliberate chess with one eye, what might he be chess player. Yet, were it not for the capable of, if he possessed two? fact that I have beaten Lasker at rapid pany is preparing to build \$5,000 cars CHESS MASTER NOT A PECULIAR chess, he would be considered the foremost rapid chess player in the world.

something that may offend him. For, he had to content himself with fourth Tarrasch is one of those who outdo places generally. In recognition of this ous, sensitive, and possessed of a super-I have frequently heard the remark savrilege. Tarrasch also believed that his disinclination to disfinit the screnky that a chess master must be a peculiar he was born to radiate his brilliance es. of his temperament, he frequently comtype of individual. He must not be one pecially before the ladies. One day, tents himself with a draw who sticks close to the golden mean of during the San Schastian tournaconduct, but rather one who approaches ment, a lady was announced. Immea number of rumors of more changes to tioned 1.300,000 cars were completed, and extremes, if not in physical, at least in distaly Tarrasch was on the qui vive. come. Aside from those made last week this enormous production was made in mental characteristics. With this state. He started from his seat, drew himself motor road branches off the Southfields- a quality standpoint. This has been in the metropolitan representations of spite of difficulties which were more se- ment I must say on the strength of up to his full height, settled himself in said William C. Poertner, distributor for Haverstraw main road a few miles be- brought about by competition, and by the the Willys-Overland Company, the vere than those encountered for many my associations with the very crease and fold leffrey and National cars. "However, the very crease and fold leffrey and National cars." your Tuxedo, and traverses the pictur- fact that the automobile to-day is no Chalmers Company, the world, that I am not wholly in were in their proper places, assumed a the makers have been able to secure than those encountered for many the world, that I am not wholly in were in their proper places, assumed a the makers have been able to secure than those encountered for many the world, that I am not wholly in were in their proper places, assumed a the makers have been able to secure the maker pany, and the Packerd Company, it is ing the shortage of raw materials and accord. It is true that they are, with military bearing, threw out his chest, with the big demand for cars this seanot likely, at least for the present, that the difficulty of securing adequate quanfew exceptions, men of great mental brushed an imaginary speck from his son, has resulted in big business. For coat and strode to the door to receive some time we despaired of setting our the lady. Although he was not well are 12 cylinder cars from the makers, but the lady. Although he was not well ac-In this connection there come to my is what it may be called, happened duced passenger cars during the first mind the mental pictures of three of my quainted, he stood there delivering him-

not even the smallest muscle twitching. Lasker, to my mind, is the typical Bo- straight-backed, and with an almost hemian, chastened, however, by a large painful seriousness in his face a living

The method of Tarrasch differs from that of Lasker. To my mind, Tarrasch comes terribly flustered in emergencies and at unexpected developments. He thinks long and painfully over his moves. for, to Tarrasch, the loss of a game is worse than the tortures of hell. I recall at San Sebastian, when, after going through all the preliminaries of assuming a military bearing and curling his moustache, he invited me for a walk. He then discussed with me at great length the best opening for the game

Richard Teichman is a player who combines the qualities of both Lasker thing. But he would rather betake him- has Bohemian tendencies. He is an acbles, listening to the conversation of and soda are at close call; and is clever As a result of an expl-

Telchman won his first tournament at Carisbad in 1911, after twenty years of play, and only after he had gone to Swit-When I speak of Tarrasch, I feel that seriand to prepare himself for the syant. I should be very cautious, lest I say Up till then, by a strange coincidence,

Estimate of the Abilities of the themselves in their efforts to appear some schlevement, his friends conferred upon pulcumly correct. He is extremely fastid- him the title of Richard the Fourth. Chess to Teichman is a pastime pure Characteristics - Tarrasch and abundance of pride, which, I should not and simple. He is a keen student of the say is offensive in his case. When I game, but plays it mostly for the plesthink of Tarrasch, I see his inevitable sure that a pastime gives. He is one boutonnière, his carefully soaped mous- of those erratic players. When he has tache, his immaculate and fashionable the upper hand, his play is of the most clothes. If anything disturbed the or- masterly kind, but at other times he derly appearance of his attire, it was a is weak. Like Lasker, he does not fler crime, but if anything caused his mous- it recessary to come prepared. But on tache to lose its peculiar outlines, it was account of his peculiar indifference, and

> sales in New York exceeded the expectations of dealers who had looked forward to dull times because of car shortage. now we are making deliveries promptly.

Lasker's Chess Column will be found in the Literary Supplement.

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country to Nyack. Here the ferry is particularly adapted for motorists. The and 1828 Broadway. The establishment taken across the Hudson to Tarrytown. | modern schooner is a new idea for motor of this factory branch will be engineered With a southerly turn at the top of the way last week when Harvey Kanderi the Packard Motor Car Co., of New hill in Tarrytown, our route follows the drove up to the salesrooms of the Poert- York, who has recently become connect-Albany Post Road through Irvington, ner Motor Car Company with one attach- ed in an official capacity with the To-Ardsley-on-Hudson and Dobbs Ferry to ed to his National. So impressed with the lede concars. The Packard Company has Hastings, traversing a district whose fine trailer was Mr. Poertner that he has ar- named as manager of sales of its New estates and pretty flower-filled gardens ranged to sell them in this territory. The York branch E. S. Hare, who was foradd considerably to the enjoyment of the trailers can now be seen at the salesrooms merly vice-president of the Commercial trip, while glimpees obtained from time at 1759 Broadway. The auto trailer, fin. Truck Company, Philadelphia. A sucto time of the Palisades across the wa- ished like an automobile, is mounted on ter afford views of a peculiarly attrac- two motor car wheels and can easily be dent of the branch has not yet been tive character. Not only is this region fastened to the rear of any car. A motora favorite and agreeable residential local- ist can strike out across the continent or ty, but it possesses historic associa- journey to any alluring spot and pitch tions of an importance little realized by camp without giving any thought to ho-

A bigger Jeffery organization is seen manufacturing plant. Foremost among recognized the independence of America. the purchasers of the Thomas B. Jeffery Company is Charles W. Nash, of Flint, York proceeds through Hastings-on- Mich., who takes active charge of the management of the big plant on August present directors, Charles T. Jeffery, Harold W. Jeffery, and Thomas H. Kearney, will continue for some time as directors of the new company. Under the new regime, the aggressive policy of expansion inaugurated during recent years by the company will be carried forward on an even greater scale. The change in college of the company. There is nothing in connection with the stock transfor which smacks of financial manipulation. It is not a merger, nor are any future combinations contemplated.

The Cole Motor Car Convoany, of Indianapolis, which has been kept in the limelight because of the advancements M has made in the construction of its disnapolis. Ind., is attracting attention. eight cylinder car, makes the announce-Driver Weldley started the car from San ment of a new type of eight-cylinder New York. Dispatches report that he is advantages of both a luxurious touring York, has been elected president and gentaking the steepest grades with case, and car and a costly limeusine in one car, making 200 miles per day strictly on high

alternative, which is clearly signposted assure a quick delivery at the opening of | fact that the company's metropolitan to the Buffern-Nyaok main road, near the automobile year. February 1, and dur- dealer, C. T. Silver, closed a contract with the Chalmers Motor Company Temporary showrooms have been opened The prairie schooner of "'49" has been by the Willys-Overland Company at 1826 car travellers and was first seen on Broad- by E. B. Jackson, formerly president of run, but we did some fast travelling. One cessor to Mr. Jackson, who was presi-

> The newly appointed Chalmers dealer for the metropolitan district, C. T. Silver. who a week ago affixed his name to the Company ever made, has outlined a policy Mr. Sliver contends that service is a hobby with him, and that it has largely automobile business. He will continue at his present place of business, 1758 Broadway, where he has been located since January 1, 1914. The building he occutomobile Row, and represents an investwith the General Motors Company. The ment of \$3,800,000. In addition, he will to be centrally located. Mr. Silver has been in the automobile business since 1909, and in six years has sold \$20,000,000 worth of cars. His present arrangement is said, will not affect the Company's output, or \$6,250,000 worth of cars, which he will sell in New York, Long Island, and Staten Island, as well

In line with a policy of strengthening Mitchell Meters Company of New York. the new body. One is the toursoups, Carl H. Page Company will continue to the new car will outdo past models in

as in parts of New Jersey and Connec-

bandle the Eastern wholesale business, popularity.