AUTO RUN FOR TOURISTS

Attractive Route Laid Out for Tribune Readers.

NEW AND DELIGHTFUL TRAIL

Touring Club of America Plans Special Outing Through Picturesque Towns.

Now that the time of year has come when automobile touring is a delight, hundreds of motorists plan week-end trips from New York City. Many of them go over roads which they have travelled before and with which they are thoroughly familiar. There are, of course, many beautiful trips over less frequented roads, which are just as beautiful and just as well kept as the main highways.

For the benefit of The Tribune motoring readers President A. L. Westgard of the Touring Club of America has suggested a two-day trip over roads in the hills of New York State and along the Hudson Valley, which will take the tourist through country he seldom sees. The trip in detail is as follows:

Leaving New York from Columbus Circle by way of the 130th street ferry and crossing a corner of New Jersey, the route leads by way of Hackensack, ten miles, out to Arcola, fifteen miles away. At the water wheel, in the middle of Saddle River, do not cross the bridge, but bear right and follow straight ahead past Ridgewood, over to the left at twenty miles, leaving the State of New Jersey just beyond Mahwah, to Suffern, N. Y., thirty miles out. From this point follow the famed Ramapo Valley past the exclusive Tuxedo Park and Arden, on what is known as Harriman's private road. The road is, however, a public highway, but was built and maintained by E. H. Harriman.

This winding road passes through woods and around jutting rocks, necessitating special caution in driving. Where the road straightens out you will find a fork, and both roads are macadam. This point is forty-four miles from Columbus Circle. Take the left fork and keep straight ahead, passing through Turner and Monroe. From this town to Chester there are quite a few confusing turns, but the roads are fairly well signposted. It might, however, be well to get route cards from the Touring Club of America describing in detail this part of the route.

Upon arriving at Goshen, fifty-nine miles out, you turn left and cross the railroad—in fact, you cross the railroad three times more within the next mile. A fine macadam road leads you through Denton to Middletown, sixty-seven miles out. There are a couple of good hotels in this town for luncheon stop.

Leaving Middletown for Kingston, you go out North street on a toll road and pass through Fair Oaks to Bloomingburg. The toll is 20 cents over this part of the road. You turn left at Bloomingburg and up a fairly steep hill, with some water bars. At the summit you will find another tollgate, where you are taxed 20 cents for crossing the mountain.

Going down hill on the other side you will strike more water bars. In particular use special caution for a sharp hairpin turn across the railroad. Cross another railroad at the foot of the hill into Wurtzboro. This is thirteen miles from Middletown. Turn right at the hotel and go north in a beautiful valley, direct to Ellenville, twenty-four miles from Middletown. Should you be tired and wish to tarry here for the night, the Wayside Inn is all it ought to be. The route continues on a fine macadam road up the valley through Wawarsing, Acord, Stone Ridge, Marbletown and Hurley, direct into Kingston, fifty-three miles from Middletown, or a distance from New York this way of an even one hundred and twenty miles. The old Eagle Hotel at Kingston is very comfortable.

From Kingston proper you will follow Broadway down to the ferry at Rondout and across the Hudson River to Rhinecliff. Proceed up the hill two miles to Rhinebeck, and in the centre of the village turn right and follow a fine macadam road by way of Staatsburg and Hyde Park to Poughkeepsie, twenty miles from Kingston. You may have frequently taken the usual route from Poughkeepsie to New York by way of Wappinger's Falls, Fishkill village and Peekskill, so it is suggested that a pleasant variation will be to use another route. This route is not by any means all macadam, and it climbs over the Stormville Mountain, but it presents no serious difficulties, has beautiful scenery and many long stretches of excellent macadam, especially on its last portion.

Leaving Poughkeepsie by way of East Main street, you turn right three blocks from the courthouse, and at the fork of five roads just beyond you follow the trolley which ends at the Driving Park. You keep straight ahead through Red Oaks Mill, where you cross a bridge and follow Wappinger's Creek to New Hackensack. Keep left at the flagpole and turn right at the end of the road. You follow main road to Fishkill Plains, eleven miles from Poughkeepsie. A mile beyond town you turn left at the Quaker Meeting House and follow the main road to Hopewell Church; turn left at the blacksmith shop and right at the end of road to Stormville, seventeen miles from Pougkeepsie.

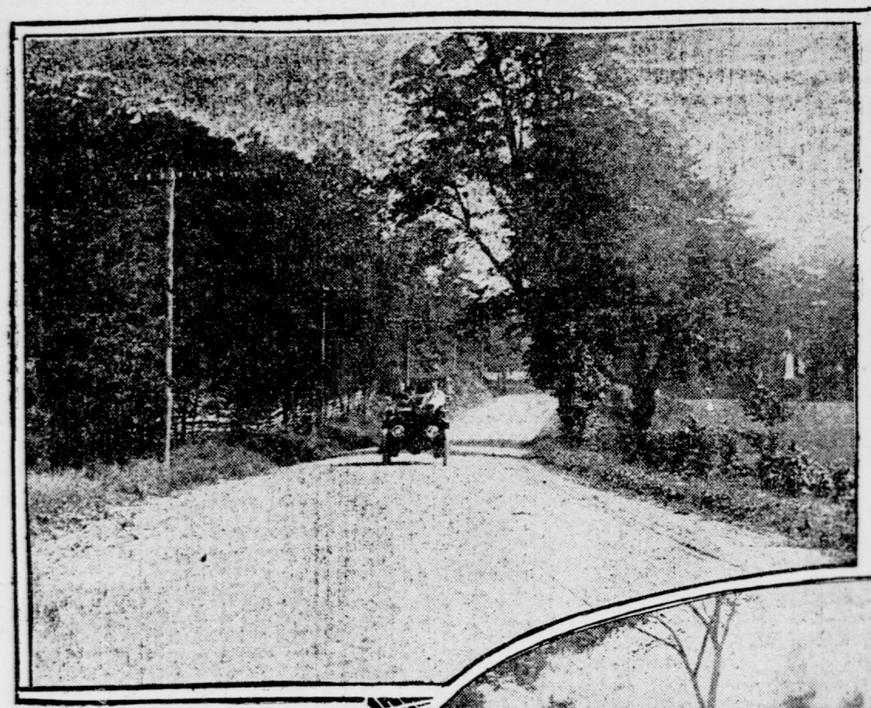
Cross railroad and keep straight ahead up the Stormville Mountain. You will find a few water bars, and will reach the top of the mountain, two and one-half miles from Stormville. Coming down on the opposite side you turn right near Farmer's Mills. At Meade's Corners you turn left across the bridge and later keep right along Boyd's Corners Reservoir to Cole's Mills, twenty-nine miles from Poughkeepsie; curve right across the dam and pass West Branch Reservoir and Lake Glenida to Carmel, thirty-three miles. Keep south along the lake shore, following the main road along Lake Mahopac, passing railroad station at thirty-nine and one-half miles.

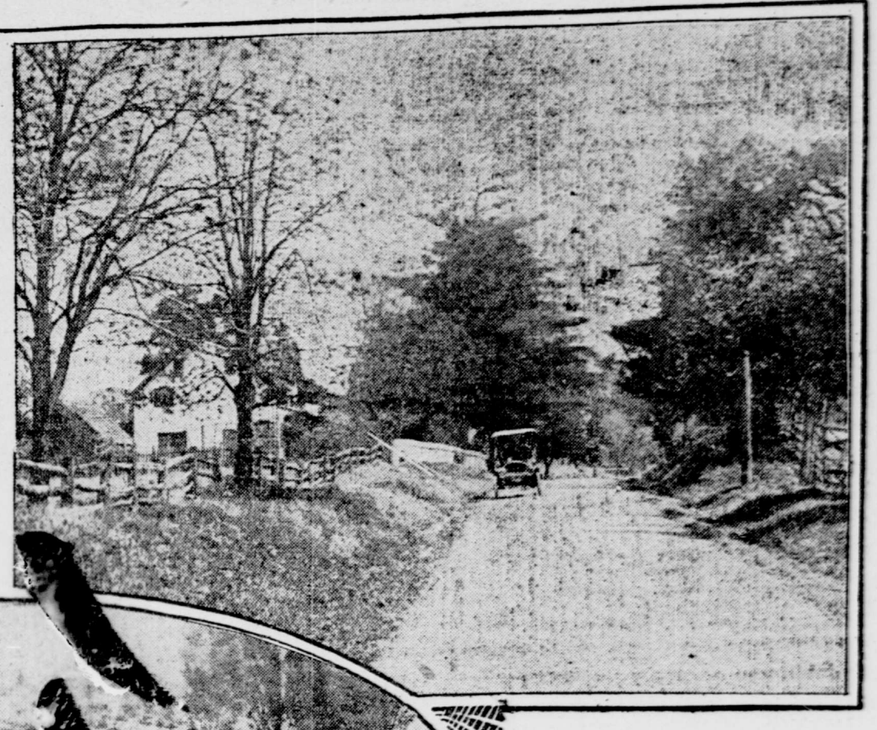
At the small white boathouse on the right, the Dean House being located immediately ahead, turn left and follow the macadam road, crossing the railroad at Baldwin Station. Just beyond turn right, sticking to the winding macadam and crossing the railroad again at Amawalk to Yorktown Heights, forty-nine miles from Poughkeepsie. Turn right just before the railroad and follow the macadam road. This road leads you through a beautiful wooded dell. Be careful toward the foot of the grade, because there the road ends and turns abruptly to the left just in front of Croton Lake. This is a particularly dangerous turn, because it is hidden by a large embankment on the left. Cross the railroad at Croton Station, and just beyond cross an ornamental iron bridge over Croton Lake, the locality being called Pine Bridge.

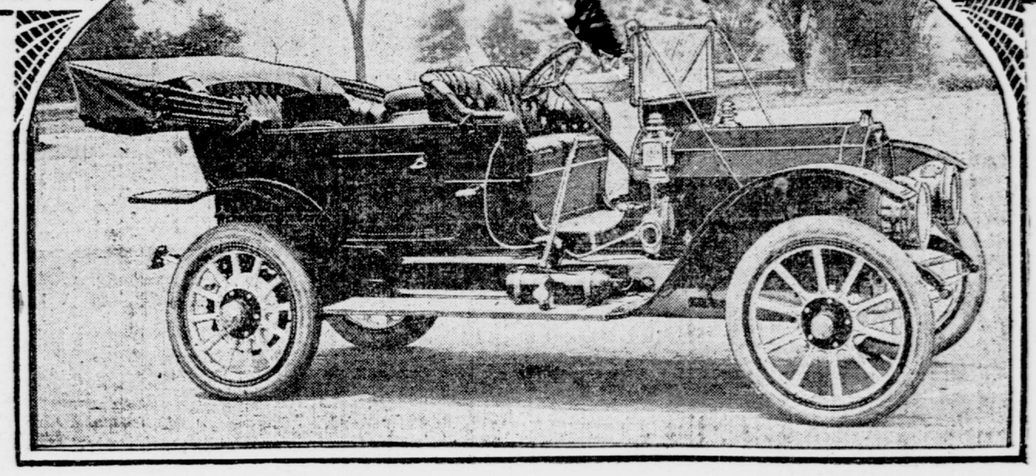
Keep right along the reservoir system. Opposite the next bridge do not cross, but keep left and follow the macadam road straight ahead. At Merritt's Corners, fifty-six and one-half miles, the tourists will pass on the right a stone tavern, said to be more than one hundred and fifty years old. Shortly beyond use caution, for sharp right and left turns at the far end of Echo Lake, in reality merely an ice pond. Follow the macadam road direct to Briarcliff, sixty miles. Turn left and use caution for a railroad crossing a mile out of the village.

Now follow the Saw Mill River south on a winding macadam, with beautiful hills towering on both sides all the way through Elmsford direct to Ardsley, seventy-one and one-half miles. Here curve right across railroad, and a couple of miles beyond is Dobbs Ferry, seventy-two and one-half miles. From Dobbs Ferry follow the usual River Road back to New York, and when you arrive at Columbus Circle you will have travelled ninety-one and one-half miles from Poughkeepsie, or 111 miles since leaving Kingston. This route will be a pleasant variation of the usual beaten path.

SCENES ALONG TOUR WHICH MAKES IDEAL TWO-DAY RUN.







LATEST MODEL OF WELCH-DET ROIT CAR.

GLIDDEN TOUR RULES

Competing Cars Must Be Strictly "Stock" on Long Ride.

The seventh national tour of the American Automobile Association for the Glidden and Chicago trophies will start from Cincinnati on June 14. All the manufacturers entered in the competition have completed the fitting of their cars for the long trip. The drivers and managers will report to Mr. Butler, chairman of the contest board of the American Automobile Association, at the Gibson House, Cincinnati, not later than Sunday for final instructions.

Special rules have been issued by the board for the 1910 reliability test. They are based on a fixed penalty schedule, and in many ways are different from the rules governing former national tours.

Cars competing for the historic Glidden trophy must be fully equipped touring cars. Those competing for the trophy offered by the Chicago Motor Club must be either miniature tonneaus or of the runabout type. Both trophies will be awarded on the same merit determining system, and if there are two or more cars tied, or with perfect scores, in either division of the competitors, neither of the trophies will be awarded. The perfect score cars will, in this event, be presented with suitable medals, certifying that they have qualified as winners, and their names will be properly inscribed upon the respective trophies for which they were entered.

Cars finishing in either division with 97 per cent of the winning score will be awarded certificates setting forth in detail their performances upon the road.

Never before have the cars in a national tour been subjected to a penalization system which is more practical for the purpose of the buyer and user. The machines leave Cincinnati only after a rigid examination by the technical committee of the American Automobile Association contest board.

Prior to the start, the makers must file with the contest board their stock car certificates, in which they minutely describe every mechanical part of the competing machines. These stock car certificates are filed by the maker alone and sworn to before a notary. When the machines are gone over by the technical committee they must in every particular conform to these stock car certificates. Absolutely nothing but stock cars can start in either division. In addition to four passengers or more, the cars are compelled to carry the full equipment as catalogued by their makers.

All cars leave Cincinnati with a clean score. There is an observer on every machine. These observers, so far as can be arranged, ride every day on a different car. They make a written report daily to the technical committee of everything which has taken place in connection with the cars they have been observing.

Each adjustment made or part replaced on a car during its allotted running time between controls is noted by the observer and charged for in points, according to a printed schedule of penalty charges in the rules.

Not more than three cars of any one make can compete in either body equipment class of the tour. All tools used on the trip must be carried in a special tool bag provided for that purpose, and this bag must be constantly under the control of the observer.

Bragg Wins Uphill Victory

Crashes His Car Up Rough Worcester, Mass., Slope at Over a Mile a Minute.

Worcester, Mass., June 4.—Seemingly "hitting only the high places," Caleb Bragg, a Cincinnati amateur driver, sent his Fiat automobile up the steep incline of Dead Horse Hill to-day at a speed better than a mile a minute, his time of 58 seconds being the best attained by any of the professional or amateur competitors in the Worcester Automobile Club's fifth annual hill climb. The record for the hill is 54 seconds, made last year by L. F. N. Baldwin, of Providence, in a Stanley steamer. Bragg's trip over the several hillocks and bumps composing the mile course of Dead Horse Hill—the only test of the day inside the minute limit—won for him the free-for-all event.

Second to Bragg in this principal event, and pressing him closely for general honors, was Harry F. Grant, of Boston, at the wheel of the Alco car in which he won the last Vanderbilt Cup race. Grant's time of 1 minute 2 seconds, which he made twice, gave him first place in a free-for-all event for gasolene stock chassis. In an attempt to better the record for the hill climb Grant's best time was 1 minute 1.8 seconds.

Aside from the performances of these two drivers the climbing was mediocre. Illness of entered drivers and disqualification of cars cut down the list of competitors. In some events only one starter appeared. A crowd of about twenty-five thousand was strung along the hill in Leominster and Worcester. There was no accident.

The summaries follow:

Free-for-all—Won by Caleb Bragg, Fiat; time, 0:58; Harry F. Grant, Alco, second; time, 1:02; R. M. Lovejoy, Jackson, third; time, 1:08.8.

Free-for-all gasolene stock chassis—Won by Harry F. Grant, Alco; time, 1:01.2; J. J. Kingsley, Thomas Flyer, second; time, 1:04.8.

Attempt at record of hill—Won by Harry F. Grant, Alco; time, 1:01.8; Caleb Bragg, Fiat, second; time, 1:03.9; Fred H. Marriot, Stanley steamer racer, third; time, 1:09.1.

For gasolene stock cars selling for $4,000 and over—Won by John J. Kingsley, Thomas; time, 1:06.4.

For gasolene stock cars selling for $3,001 to $4,000—Won by R. H. Higgins, Stearns; time, 1:53.

For gasolene stock cars selling for $2,001 to $3,000—Won by Elmer Knox, Atlas; time, 1:31.3.

For gasolene stock cars selling for $1,601 to $2,000—Won by R. M. Lovejoy, Jackson; time, 1:10.9; H. A. Bauer, Oakland Roadster, second; time, 1:30.5.

For gasolene stock cars selling for $1,201 to $1,600—Won by E. S. Cameron; time, 1:38.6; Albert N. Locke, Parry, second; time, 1:56.7.

For gasolene stock cars selling for $801 to $1,200—Won by F. F. Cameron; time, 1:33.9; H. A. Bauer, Oakland, second; time, 1:43; Martin Dorley, Maxwell, third. Time, 1:47.1.

For gasolene stock cars selling for $800 and under—Won by Albert White Cameron; time, 1:49.1.

For gasolene stock chassis, piston displacement 161 to 230 cubic inches—Won by F. A. Wheelock, Stavers, Chicago; time, 1:25.1; Frank D. Costello, Cole "30," second; time, 1:28.1; Rene La Leumier, Lancer, third; time, 1:40.3.

For gasolene stock chassis, piston displacement 301 to 450 cubic inches—Won by E. P. Blake, Jackson; time, 1:11.4; Stuart H. Clapp, Berkshire, second; time, 1:23.6; H. A. Bauer, Oakland roadster, third; time, 1:29.

For gasolene stock chassis, piston displacement 451 to 600 cubic inches—Won by Harry F. Grant, Alco; time, 1:02.1.

BREAKS WALKING RECORD

Payne Lowers World's Amateur Mark by Three Miles.

London, June 4.—T. Payne won a twelve hour walking race here to-day, covering 72 miles 30 yards, and breaking the world's amateur record by more than three miles.

On September 12, 1908, T. F. Hammond, the English walker, covered one hundred miles in 18 hours 4 minutes 10 1-5 seconds. He covered 68 miles 335 yards in the first twelve hours, this standing as the record until to-day.

MOTOR HARE AND HOUNDS

Cars Will Follow Confetti Trail of Auto with Long Start.

An absolutely new form of motor sport will soon be launched by the Motor Racing Association. This sport will not take place on a racetrack. It is to be promoted solely for the entertainment of the members of the Motor Racing Association, their families and friends. It is to be an old-fashion hare and hounds chase, with motors and wheels taking the place of legs.

This novel idea originated in the mind of T. Francis Moore, secretary of the association. It is to take place on the afternoon of June 15. The "hare" will be started from the Motor Racing Association clubhouse, No. 304 West 58th street, at 2 o'clock in the afternoon, and the "hounds" may follow a half hour later. The "hare" will be restricted to a speed of six miles an hour within the city limits, and of eight miles an hour outside the city.

The "hare" will proceed to a destination unknown to any one save the occupants of the pursued car, taking a circuitous route likely to throw the pursuers off the scent at various points. Confetti will be strewn on corners where turns are made, and this will be the only means the "hounds" will have of following the "scent." The destination will be a country hotel, where a shore dinner will be awaiting both "hare" and "hounds." To the driver of the car first overtaking the leader will be presented a trophy, while prizes will be given each occupant of the machine.

The entry fee for the "chase" will be $3 50 for each person, and will also include the dinner and entertainment. Entry blanks may be had to-morrow at the Motor Racing Association's city clubhouse.

TO TALK OF GOOD ROADS

Touring Club of America Sends Delegates to Big Congress.

America will be well represented at the second annual International Road Congress to be held from July 31 to August 7 in Brussels. Two of the delegates have already left, and it will be particularly interesting to motorists to know that these delegates will be the only representatives at this international conference from any automobile organization in the United States.

The delegates who will represent all American motorists are Joseph W. Jones and Thomas W. Wilby. Both are directors of the Touring Club of America.

Mr. Jones, who sailed last Wednesday on the Mauretania, will receive news soon after his arrival in England of his appointment to represent the United States government in connection with Logan Waller Page, of the Department of Agriculture. Mr. Wilby, who is the manager of the Touring Club's foreign department, sailed for Europe a few days before Mr. Jones, their early departure being occasioned by the fact that they are about to undertake a five to eight thousand mile tour, starting this week from Liverpool, to study road conditions and lay out favorable touring routes throughout Great Britain and the Continent.

In addition to these delegates the American Road Builders' Association will be represented by three of its members who have given particular attention to the study of the good roads problem in recent years. They are Samuel Hill, of Seattle; A. W. Campbell, of Toronto, and E. L. Powers, of New York. Representatives are being appointed by the governors of various states to attend the congress.

The organization had its origin in Paris in October, 1908, when, as a result of the first International Road Congress, held at that time, the present permanent international association was organized for the purpose of carrying on the good roads propaganda in all its phases and to hold international conferences for the general discussion of all matters pertaining to road building at intervals of two to three years.

The first congress was attended by more than two thousand members, and twenty-six of the countries of the world were represented by delegates. The coming conference in Brussels is expected to exceed the former showing and a great impetus for better road building is practically certain to follow its deliberation.

A SUBJECT FOR SPECIALISTS.

"Did you say that two artists had worked on your wife's portrait?"

"Yes, a portrait artist did her face and figure and a landscape painter her hat."—Fliegende Blätter.

DEFENDS AUTO MAKERS

C. W. Matheson Replies to Critics of Industry.

DEMAND STILL GROWING

Says the Manufacture of Cars Is Yet in Its Infancy in This Country.

C. W. Matheson, well known in the automobile industry, takes up the cudgels for makers and users of motor cars in no uncertain terms in resenting the widely published allegations against automobiling as a pastime and the automobile manufacturing business. James J. Hill, president of the Great Northern and Northern Pacific railroad companies, has declared that automobiles are an extravagance; prominent bankers are credited with saying that the manufacture of motor cars is a waste of capital, and bond dealers and real estate men are attributing the falling off in the market for their wares to the enthusiasm for automobiles. Mr. Matheson thinks a great injustice has been done the pastime and industry as a whole.

"That the public demand for automobiles is growing greater all the time is sufficient answer to any criticism, from no matter what source," says Mr. Matheson. "It is quite possible that the public has been fooled so often in the matter of extravagances in the way of stocks, bonds and real estate that the opportunity of obtaining something from which real, tangible enjoyment at least can be obtained is a welcome sensation. Watered stock, unwarranted bond issues and real estate of doubtful value have never been seriously criticised by those in high places in the financial world as proper channels for using up the surplus income of many people.

"The novelty of securing something in return for an investment of possibly greater intrinsic value than a beautifully engraved certificate or a deed must be strange, indeed, in some quarters.

"The tremendous rise in the scale of wages brought about by the manufacture of automobiles can never be overlooked by any one seriously studying the conditions as they actually exist. A market for skilled labor and all graded labor employed in the making of motor cars was in a sense created with the appearance of the first automobile, and this market has increased by leaps and bounds, with wages being paid on a scale unknown to the railroad companies.

"The tremendous amount of capital invested in the manufacture of cars, tires, accessories, etc.; the vast army of labor engaged directly or indirectly in the making and distributing, and the thousands employed in the distributing of the machines—all these details present figures which rightly enough place the industry high in the list of our products. If this is all wasted capital and extravagance, then there is something seriously lacking with the American public.

"Surely the owners of the five hundred thousand automobiles estimated to be in use at the present time are not all guilty of wilful extravagance! Credit the average purchaser as being the possessor of common sense, and his decision in favor of a motor car as against stocks, bonds, real estate, etc., speaks for itself. As an industry the automobile is in its infancy, and purchasers of cars both for business and pleasure purposes will increase in every section of the country, content in the knowledge that the pleasure and business returns will prove their investment a sound one, with manifold advantages accruing—all comments to the contrary notwithstanding."

TOURNAMENT AT PLAINFIELD

The open novice singles tournament on the courts of the Plainfield Country Club, Plainfield, N. J., produced some stirring matches among those who had never won a lawn tennis prize. S. Wallis Merrihew reached the third round, defeating W. West in stirring style at 6—1, 6—1. The tournament will be finished next Saturday. The summary:

Men's novice singles (first round)—J. E. Litscomb defeated C. A. King, 6—1, 6—1; C. M. Brown defeated W. Jewett, 6—3, 6—2; A. Lovell defeated F. Jewett, 9—7, 6—0; A. L. Willis defeated J. Jewett, 7—5, 3—6, 6—3; H. Earle defeated T. Ashwell, 6—2, 1—6, 6—0; S. Wallis Merrihew defeated H. W. Brower, 6—2, 7—5.

Second round—J. E. Litscomb defeated S. Frost, 6—1, 6—1; A. Lovell defeated C. M. Brown, 4—6, 6—4, 6—4; S. Wallis Merrihew defeated W. West, 6—1, 6—1; A. L. Willis vs. H. Earle, 7—5, 8—10 (unfinished).

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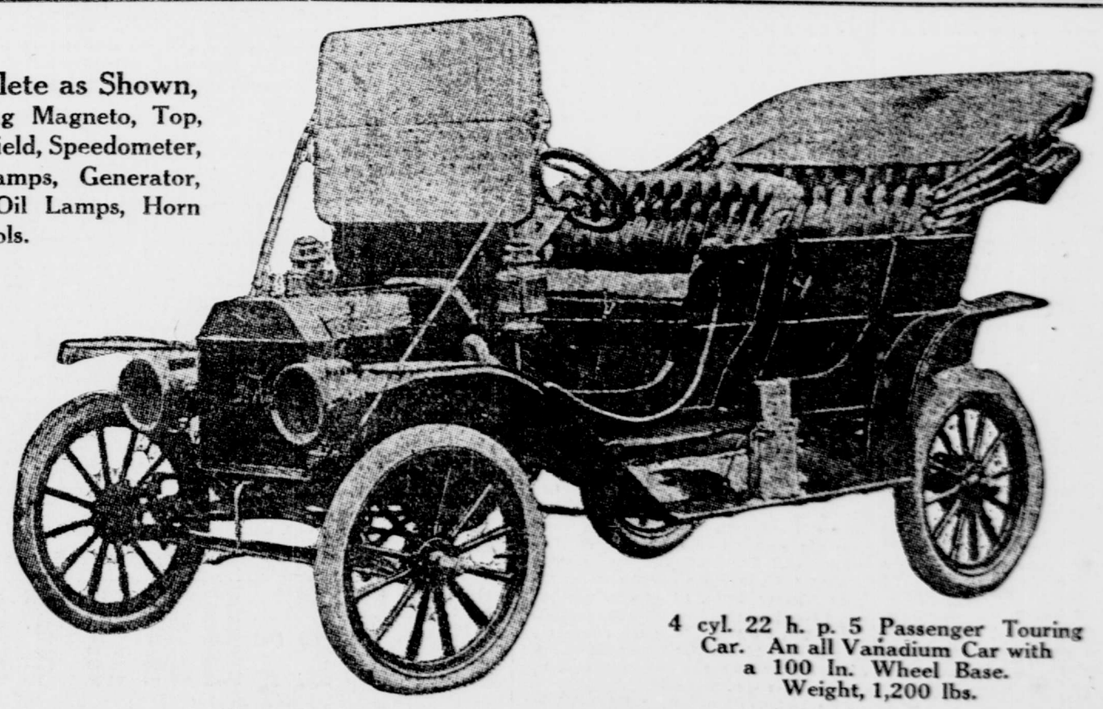

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