

Taking the Water Route to Work The Commuter's Latest Time Saver

New Yorkers Who Live Up the Hudson or on the Sound Find Motor Boats Convenient

By Quinn L. Martin

TO WORK each morning over the rippling waves of Long Island Sound or the Hudson; and then back home at the end of each day over the same waves, at the wheel of a shiny, graceful, powerful motor boat. No more dust or "blow-outs" or traffic "jams." Commuting by water. It is going to be the proper thing this summer.

It is declared by motor boat builders and persons owning motor boats that the automobile is all right and will do in winter months, but that if you live on the Sound, or even near enough to it to get to your boat in time, or if you live up state, either along the Sound or on the Hudson, you will be entirely behind the times this year if you fail to join the throng of water commuters within the next few weeks.

There are at least one hundred men and women motor boating to New York City each morning right now. They anchor in the North River or along the water front down town. Some of them hitch their craft along the East River wharves, and in some cases private docks have been built and the owners of motor boats ride in over the water every day in the year. In this way railroad strikes have no effect upon them.

Strikes Do Not Annoy

The snow may slow up the Long Island Railroad or stop it completely, as it did last winter, but it makes no difference to these fortunate ones. If the firemen and engineers go out in New Jersey boaters neither shovel mal into boilers nor miss their day's work at the office. They come in as usual, bearing, as they come, the strain of a waltz from the phonograph in the little cabin in the rear, and taking advantage of all the fresh air there is to inhale as they whizz along over the water.

And the strange part of it is that many persons have been doing this very unusual thing—at least, it appears unusual to many of us who never had thought of how splendid it really is—for months and, in some cases, for years.

No doubt thousands of persons have wondered at times as they have passed along Riverside Drive in the busses just what all those little motor boats were doing tied to other boats out there, some of them anchored, all apparently ready for use at a moment's notice, sparkling in the sunlight, bouncing about on the rough waters like so many chips of wood.

These belong to men and women up the Hudson whose office work will allow them to ride down the river each morning, in the open air, under the sunshine, making of their day's work, or at least of that part of it, a regular picnic or outing, such as costs the ordinary person a fair little amount of money, if he is fortunate enough to gain stateroom space and passage on one of the Sunday excursion steamers up the river to Albany.

Make Railway Speed

These craft make time comparable with that of the fastest automobiles built to-day. Considering the fact that it requires hours at times to ride by automobile from Fifty-ninth Street and Fifth Avenue to the downtown sections, it will be seen that much better time can be made by persons living in Harlem and the Bronx and in small cities up the Hudson River by using a motor boat. These persons usually drive their craft further downtown, anchoring somewhere toward the tip of the island, walking over to the business district and to their offices. Along the Hudson River, from Seventy-second Street northward, where these little commuting boats are seen each day, special watchmen are employed by the owners. Taking taxicabs or streetcars back to their docks at evening, they shove away by the dozens and sputter away northward toward their homes.

One will find the same view along the eastern edge of Manhattan Island, where persons living up the east coast of Long Island leave their tiny floating trains each morning. There being so many small cities, and large ones, too, along this

something about 'darned if he wouldn't like to have one himself.' He'll be motor boating to work before the summer is over."

Vincent Astor a Commuter
Vincent Astor, owner of three of

coast and so many persons owning boats on Long Island, there are many more boats left along the East River than along Riverside Drive. As a matter of fact, the harbor authorities in the last few months have seriously considered making some move to regulate the docking of the motor boats along that shore because of the increased number of men and women who come each day to New York by water, to leave their craft at the foot of the streets leading to the East River.

Girls Are Doing It

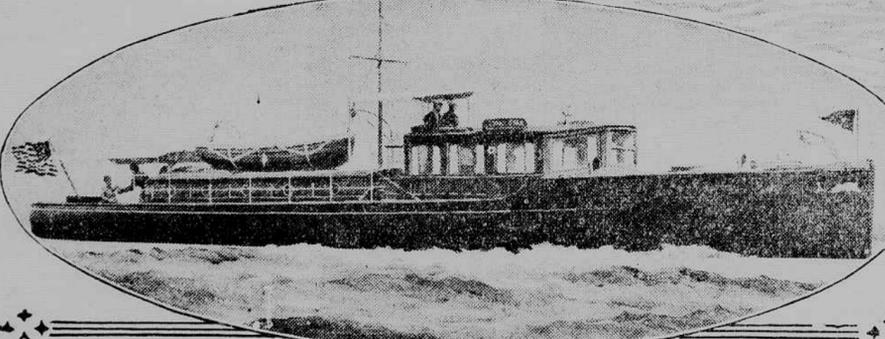
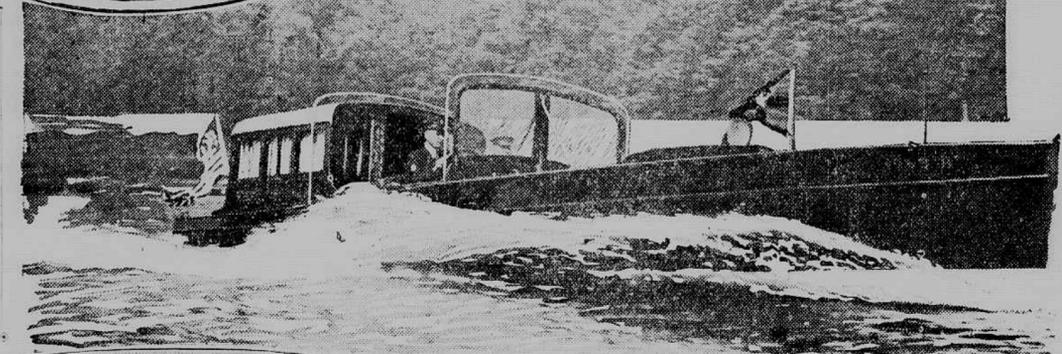
It is said that numerous young



VINCENT ASTOR and Mrs. Astor just boarding their boat for a run from Newport to New York

women from Newport and Boston, even, and certainly from such cities as Glen Cove and Great Neck, have purchased motor boats within the last year for the purpose of driving them to the city instead of their automobiles.

One girl in Douglaston, L. I., after trying unsuccessfully for six months to induce her father to buy her a motor boat, the cost of

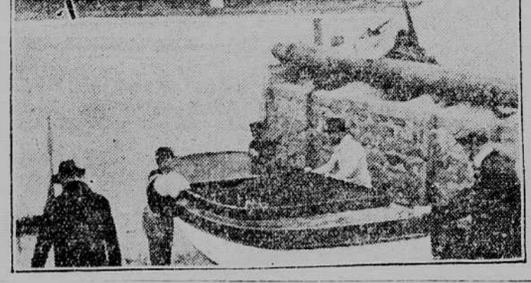


THE Lone Star, owned by George Bourne, fastest of commuting boats

which would have been \$25,000, finally took the expensive automobile which her father had given her for Christmas to New York, sold it and purchased a cheaper motor boat. Now she is a regular boat commuter, and she is positive that all the girls will be following her within a year or two.

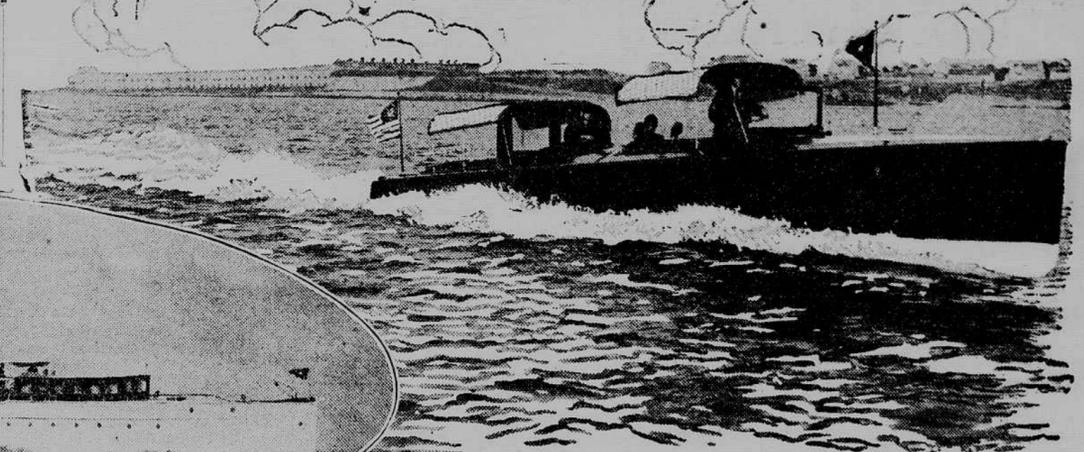
"Automobiles," she said to me only the other day, "are so old-fashioned, you know. I have no dust or dirt and no trouble with bad tires. Besides, it's so romantic. It's so beautiful. There isn't a bit of scenery in Europe so grand as that which I see each evening as I ride about the Sound in my boat, watching the sun sink over the hills and trees. Besides, whenever I want to go to New York I just go down, start the Victrola in my cabin, give the engine gas and away I whiz. Next year I'm going to have a seaplane, and I'm going to fly into the city whenever I want to go in. Father will finally admit I'm right. Only yesterday he came into New York to work in my boat, and he muttered

the most elegantly appointed motor boats on the water in the vicinity of New York, for several years has done most of his commuting to New York and to Newport by water. He was one of the first young men to use automobiles from his summer homes, coming to New York regularly each day, he never having ridden on trains in making his business trips to the city since the automobile has been considered a dependable means of transportation. Almost every summer morning he may be seen at Glen Cove or at Newport, the latter place being his favorite summer pastime spot, making ready for a hurried trip to his offices. He seldom goes by automobile from one of his places to the other. The motor boat, he declares, is certain to become the chief means of travel for persons living in New York who must be in the city each day. Dependability, he says, can only be found in the seagoing craft, and the man with



JAMES BROWNING, of Great Neck, preparing his boat for the summer's commuting

reach his place of business by water. I think it is the natural development of things. Of course, the airplane some day will be a great boost to men and women of affairs, but the motor boat, or any kind of fast vessel, is the really important means of travel to-day. This is especially true since the harbor tie-ups and transportation troubles that have



THE Modesty, one of the most palatial of commuting boats

been so prevalent throughout the East in the last few months."

Not a Luxury Only
Mr. Astor is one of the most thoroughly trained boatmen in the city, and is particularly interested in the development of speed craft. He believes that with the development of speed and durability and dependability will come a greater volume of business transacted each day by the big business men of the city, and therefore he believes water commutation is a thing not only of luxury but of real necessity and good.

Not long ago the Consolidated Shipbuilding Corporation, operating at Morris Heights, this city, completed what is said by shipbuilding experts to be one of the finest, if not really the finest, fast day cruiser de luxe ever made in this country.

automobile. From Glen Cove, his summer home, he will boat each morning to New York, transact his affairs and return at evening.

The Lone Star is fifty-two feet over all, has a beam of eleven feet and a draft of two feet nine inches. Although it is primarily built after the day cruiser model, it has accommodations for three or four persons, and is ideally adapted not only for the purpose of carrying its owner back and forth between New York and his summer home but for summer cruises of short duration, or for week-end excursions at sea. She has a 200-horsepower set of Speedway engines, with aluminum base and frame, and is controlled from the steersman's position. Here the steering wheel, switches, tachometers, gauges, reverse levers and all other control apparatus are located.

Mr. Bourne was one of the first

GOVERNOR BEECKMAN of Rhode Island frequently comes to New York in his commuter, The Shark

in keeping appointments may be expected when one travels by water. Few persons realize how large a part of the population of the cities of the East, particularly of New York and the cities and villages adjoining, is accessible by floating craft. Most any city or town within a reasonable distance from the Sound or the rivers or the ocean itself may be reached in much less time by water than by automobile. Those who own these commuting boats have figured the situation down to a point where they learn that they save time, expense, trouble and disappointment by motor boating their way along. Governor Beekman is one of these. Besides being an experienced boatman, he is a lover of the out-of-doors, and will use his new craft, which, it should be said, is an excellent specimen of the modern motor boat, for short fishing trips and trips up and down the coast this summer.

"But most of all I need such a craft for commuting," he says. "I believe there are hundreds of men and women who, if they knew the comfort and the ease with which such machines are operated, would discard their automobiles, especially in the summer time, and ride back and forth as I hope to do."

The Shark is a low-lying, dark, glass and wood vessel, with canvas tops over the driver's seat and over the passengers' compartment, a striking design, constructed to give speed and to withstand much hard work. As it races through the water it resembles somewhat the slender little jack rabbits of the water, the racing motor boats, that stand almost on the very rim of the rear, nose pointed into the air, with a white spray flying high from each side, engines buzzing and the whole delicate little affair bouncing from side to side like a paper boat.

Gives Up His Cars

Mr. Philip Corbin, of New London, Conn., is going to do his commuting in the Sakura, a vessel so elegantly appointed and so artistically equipped and decorated as to make her an exhibit. Mahogany and rosewood and plate glass and brass and electrical appliances are included in her makeup, and she presents a spectacle well worth seeing to any one interested in the development of water craft.

The Sakura is going to do the work that one or two automobiles have done in the past. Mr. Corbin is one of the converts and has placed his car in the garage for the summer. New York to him from now throughout the summer will mean a boat trip.

THE Sakura, just built for Philip Corbin

men to commute regularly by water. He struck upon the scheme three years ago when winter weather tied up railroads. When summer came he found the trip so exhilarating each morning and evening that he continued the practice, converting along with him a dozen or more of his Long Island friends, until now each morning he and his followers may be seen alongside one another making their way contentedly toward New York. When they reach the city they leave their boats at the foot of one of the downtown streets until evening, when they motor back to them and sail away for home.

Gov. Beekman a Commuter

Perhaps not a great many persons know that the Governor of Rhode Island has no small amount of work to perform that calls him to New York City. Besides, he must make trips often to Newport. At other times he must run up to Boston. He may be called upon to go to Washington at times. At any rate, he is tired of automobiles. He admitted it the other day when he was at the shipyards looking at the finishing touches that were being placed upon the Shark. Governor R. Livingston Beekman has decided to do his commuting where there will be no boulevard grease to spot his white shirt front. Besides, he says, he finds much more accuracy

the motor boat races and the yacht races."

One New York clubman who for several years has ridden into New York on his own little cruiser has just received from a builder his latest craft, called Modesty, which is said by the builders to be the largest transom stern motor yacht to take the water this year. The Modesty is to be used exclusively for carrying the family of the owner and the owner himself back and forth between New York and the summer home, which is not far away. It is to be a "commutation palace on the waves" and is appointed more elegantly, it is said, than any other like vessel ever turned out in the United States.

Fit for a Cruise

Behind the grace and beauty of the Modesty lie a ruggedness and a precision of workmanship, such as would be found in few other vessels of her size. She could cross the ocean without the slightest difficulty, it is said, and is outfitted with all of the equipment necessary for long voyages in case the owner desires to cruise out of the beaten path between his dock-up state and the dock downtown nearest to his office.

The owner's quarters on the Modesty are aft and consist of two double staterooms, three single staterooms, three bathrooms, smoking room with passageway amidships. A winding stairway forward on the port side leads up to a social hall on deck dotted with player piano, bulletin seats, a deck of mahogany and bookcases of the same material. So you can see that the owner of the Modesty can "pick up" a few neighbors each morning as he starts to work and bring them along with him. Also he can fail to take the right path home most any evening and go for a lark on the Atlantic without the least fear that there will not be room for dining and dancing and for enjoying himself, no matter if there are a half dozen or more persons on board.

Persons interested in buying boats for use in carrying them on their business errands will be surprised, and quite agreeably, too, to know that the engine compartments and the general mechanism and machinery parts and apparatus of the modern motor boats and motor yachts are much less complicated and therefore much less expensive today than they have been up until recent months. This in spite of the fact that labor still is high of price and in many instances impossible to obtain, and also of the costs of materials. The doing away with certain intricate parts and unnecessary appliances and devices has done much to reduce the cost of purchase and operation of motor boats.

The Small Boat

For those persons who prefer the pretty little motor boats without top, or extra weight or deck hindrances, the small craft belonging to James Browning, a sportsman of Great Neck, will appeal very strongly. Mr. Browning, whose business calls him to New York each day, is preparing for a summer of commuting by way of the Sound, and it has been his personal success with this system that has been responsible for the adoption in Great Neck and Little Neck and Douglaston, as well as in Port Washington and many other of the smaller towns along the shore, of the practice among business men of New York City.

Mr. Browning believes motor boating is the most healthful sport of the summer and declares that the general health of men and women could be lifted 50 per cent if they would take to the ocean or to the Sound when summer comes instead of using automobiles along dusty roads and playing tennis and golf and other like games.

"The lungs are what need attention most," he says, "and they certainly are treated to the most invigorating tonic if one goes into New York each day and back again in a motor boat."