VACATION IN A MOTOR BOAT

A TWO WEEKS' CRUISE TO THE CHESAPEAKE AND BACK.

The Trip Made by Canal and River—Ports, Scenery and Plentiful Provisions Along the Route—Incidents of the Voyage—Cost of the Trip.

Comparatively few owners of motor boats in the neighborhood of New York have laid the cruise to the Chesapeake Bay and the Maryland rivers. The idea seems to prevail that the route is tedious, costly expensive and that travelling through the waterways that are part of the inland commerce highway is dangerous because of the presence of numerous canal boats, which a amateur yachtsman likes to encounter as a last place.

That this idea is wrong was demonstrated by the owner of a forty-foot gasoline yacht who recently returned from a two weeks' vacation spent in cruising to and down the Chesapeake Bay. In the party were five, the owner, his wife and daughter, his brother, who ran the engine, and his brother-in-law, who acted as skipper. The start was made from Riverside, Conn.

The yacht, the Inquirer, is a cabin cruiser. Her heavy construction gives her a displacement of nine tons, but with a 25 horse-power engine she can make ten miles an hour. She is divided into three compartments, the pilot house containing two extension berths and the main saloon two others, while the engine room and galley, which is more than twelve feet long, contains a long berth of the same kind. The drink is low, but there is more than six feet of headroom, and the windows are big, though the superstructure is as heavily built as that of any tugboat.

The yacht started out of the Mianus River at dawn on Thursday, July 21, and reached Trenton at 7 P. M. The next day she cut out of the canal and anchored at Bristol, Pa. About 5 P. M. on the following day she started down the Delaware.

There is little worth seeing along the off the shore. Gasoline here is sold at waterfront at first, though the plant what seems to be the standard price from New Brunswick down, which is 10 cents, except at Delaware City, where for some reason or other they charge only 9 cents a gallon. It is easy to get, but you have to buy 5 gallons at a time in Baltimore, where it has to be shipped to the local merchants by steamboat. As a result it costs about 15 cents a gallon.

Tarpaulin was spread over the bow and high lights, and the stern of a battleship seen, under one of the great Lehigh coal piers on Staten Island. A good view of the Lehigh Island piers is to be had from the river, as one strolls up the most unattractive waterfront. From Trenton down the Delaware is wide and the channel is broad.

A little after 6 o'clock when Delaware City was reached, and there the yacht was locked into the Chesapeake and Delaware canal. It was intended to stay there for the night, but it was decided to ask some questions of the inhabitants about mosquitoes. The boat was backed in a hurry and advised to leave the lock on to St. Georges, Delaware.

It was dusk so the sidelights were lighted and the bow and high lights, the engine proceeded. Darkness found St. Georges was reached, but the keeper responded promptly to a whistle, and in a few minutes the yacht was tied up on the other side of the lock at a primitive staging along the canal.

Little could be seen of the town was save the tiny stores near the little bridge that crosses the lock. The boat was tied to the water got out on the bank and immediately began to slap. Immediately afterward there was a buzzing about the boat, and everybody was engaged in fighting Delaware mosquitoes.

"We don't get away from here," interrupted the owner, and her motion was decided within a shout. Lines were cast off and the Inquirer was headed for Delaware City.

Not long after the start was made the moon rose and glistened the way. Railroad lights were numerous but the lights were numerous on the canal. The lock at Delaware City was reached at 10 o'clock, and there was a long wait while the lock was being filled. The lock keeper was roused and the boat was locked through. It was then 11 o'clock and the lock was closed for the night. The Inquirer was tied up to the lock wall and the crew went to bed.

The start was made at 5 o'clock next morning, and the Inquirer was soon out of the canal and in the Delaware River. The wind was blowing a gale and the waves were high, but the Inquirer ploughed through them and made good time. The Delaware River is very wide and the channel is broad.

The Inquirer made Salem, N. J., at 7 o'clock, and there she was tied up for breakfast. The start was made at 8 o'clock, and the Inquirer was headed for Cohansey River. The tide was against her, and she was tied up to a dock at Bridgeton, N. J., for the night. The start was made next morning at 5 o'clock, and the Inquirer was headed for Maurice River. The tide was against her, and she was tied up to a dock at Port Elizabeth, N. J., for the night. The start was made next morning at 5 o'clock, and the Inquirer was headed for Delaware Bay. The tide was against her, and she was tied up to a dock at Cape May, N. J., for the night. The start was made next morning at 5 o'clock, and the Inquirer was headed for Delaware Bay. The tide was against her, and she was tied up to a dock at Lewes, Del., for the night. The start was made next morning at 5 o'clock, and the Inquirer was headed for Delaware Bay. The tide was against her, and she was tied up to a dock at Rehoboth, Del., for the night. The start was made next morning at 5 o'clock, and the Inquirer was headed for Delaware Bay. The tide was against her, and she was tied up to a dock at Dewey Beach, Del., for the night. The start was made next morning at 5 o'clock, and the Inquirer was headed for Delaware Bay. The tide was against her, and she was tied up to a dock at Bethany Beach, Del., for the night. The start was made next morning at 5 o'clock, and the Inquirer was headed for Delaware Bay. The tide was against her, and she was tied up to a dock at Ocean City, Md., for the night. The start was made next morning at 5 o'clock, and the Inquirer was headed for Delaware Bay. The tide was against her, and she was tied up to a dock at Assateague, Va., for the night. The start was made next morning at 5 o'clock, and the Inquirer was headed for Delaware Bay. The tide was against her, and she was tied up to a dock at Chincoteague, Va., for the night. The start was made next morning at 5 o'clock, and the Inquirer was headed for Delaware Bay. The tide was against her, and she was tied up to a dock at Wachapreague, Va., for the night. The start was made next morning at 5 o'clock, and the Inquirer was headed for Delaware Bay. The tide was against her, and she was tied up to a dock at Cape Charles, Va., for the night. The start was made next morning at 5 o'clock, and the Inquirer was headed for Delaware Bay. The tide was against her, and she was tied up to a dock at Cape Henlopen, Del