

# MILE A MINUTE MOTOR BOATS LIKELY TO BE SEEN

## Coming Regatta at Manhasset Bay Bids Fair to Show Several Speed Marvels and New Marine Records

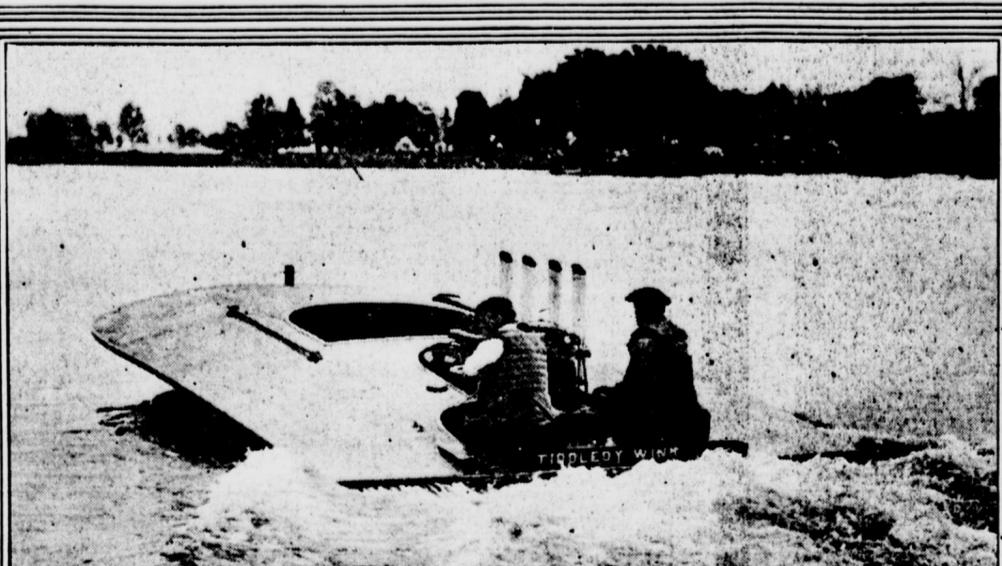
The ambition of every motor boat man, ever since the first speed boat was built less than fifty years ago, has been to own a mile a minute boat. The mile a minute boat is one that will for a short burst of speed, not more than a mile, make such fast time that it will show an average of 60 miles an hour. There have been many boats built which have been said to make this speed in private, but in public have failed miserably. This year, however, the reports from the different centres where high speed boats are tried indicate that the mile a minute boat will be seen this year, and some predict, too, that these boats will be able to maintain their speed for a distance of thirty miles or more.

The races for the Gold Challenge cup of the American Power Boat Association will begin next Saturday afternoon over a course laid on Manhasset Bay and fifteen boats have

merced. The high speed motor boat is a machine pure and simple; its hull is built as lightly as it is possible to make it, but at the same time it must be strong enough to stand a severe pounding of the water and to hold the engine, the gasoline tanks filled with fuel and the helmsman and the mechanic.

Each owner or each designer has his own ideas about the model, but while the forms of the boats may vary, all are designed with the idea of skimming over the surface of the water rather than through the water, and some of the new ones in this "planing," as it is called, take the same action as a stone thrown from the beach and seem to ricochet from one ripple to another. The only thing that remains permanently in the water is the propeller which is driving the boat along.

These high speed hydroplanes vary in length from thirty to forty feet, and in the races for the Gold Challenge



## Freak Construction Needed to Attain High Rate and Craft Carry Engines Far Out of Proportion to Size

Mrs. J. Stewart Blackton, and representing the Motor Boat Club of America. The races were held at Lake George, and the winner averaged better than 54 miles an hour. This year the Baby Speed Demon is defending the trophy against all challengers, and there are many.

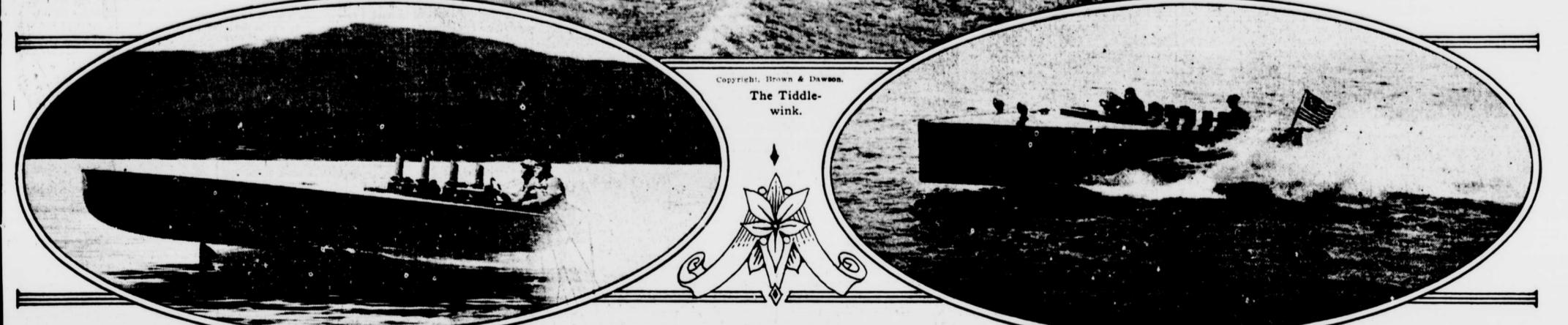
The Anke Deep Too, owned by Count Casimir S. Mankowski, has been built to represent the Lake George Regatta Association. This boat is 26 feet long and is driven by two eight cylinder Sterling motors, each developing 275 horse-power. When she came out a few weeks ago she suddenly took a dive to the bottom of the Sound, but she has since been raised, some changes have been made in her planes and trim and she is moving wonderfully fast. The Count, who is an enthusiast, will handle the boat himself.

Another very dangerous boat in this series of races will be Peter Pan VII, a member of a very famous racing

It was caused by the bending of a strut, which deranged the steering gear, and as these boats travel so fast a very slight derangement of this gear will cause a serious accident. The joker has been raised and it was found that her engines were all right and she will be quickly repaired for the races.

Col. du Pont has entered from the Atlantic City Yacht Club a speed boat named Tech, Jr. This boat is from designs by Apel and one of her peculiarities is that a rudder is on the under part of the hull and looks very much like a thin keel. This boat, according to reports, has shown a speed of 73 miles an hour. W. J. Conners, Jr., has entered two boats from Buffalo, which he names Buffalo Courier IV, and Buffalo Enquirer. The Lake George Club will be represented by the Hawk Eye; the Manhasset Bay Club by the Jitney, owned by George McK. Brown; the Thousand Islands Yacht Club by Woe Peter Pan II, owned by George E. Vigouroux, and the P. D. Q. VI, and Carl G. Fisher of Biscayne Yacht Club has entered the Presto.

Thomas Chesebrough of the Huntington Yacht Club has entered the

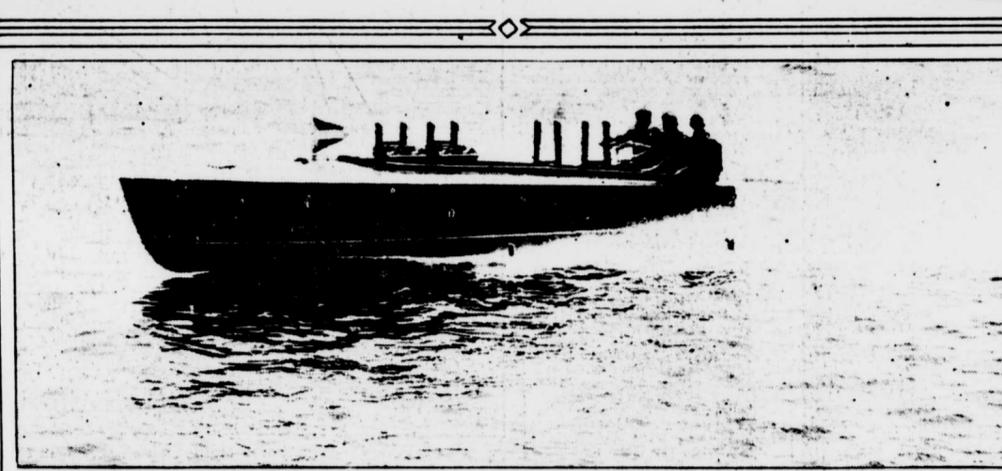


The Tiddlewink.

Baby Speed Demon II.

been entered. This course is a triangle, five miles in length, and the races will go round that six times, making thirty miles in all. The turns are made at angles which will enable most of the racers to take them without slowing much, and the whole course will be in full view of those who will gather at the houses of the Manhasset Bay, Fort Washington and Knickerbocker Yacht clubs, and in view, too, of the many who will watch the contest from the shore and from the hills around this sheltered piece of water. It will be the first time that boats of such high speed have raced as near to New York, and it is expected that an enormous fleet of motor boats will be in the harbor and there may be some trouble in keeping the course clear for the racing craft.

To own and to run a high speed motor boat is a costly luxury, but it is through the fads of such men as support this sport that the marine gasoline engine has been developed to its present high state of efficiency and has become practicable for use in com-



Above—H. S. Ford's Little Joker III. Below—Gen. du Pont's Tech, Jr.

Ankle Deep Too.

family of boats, each one of which has done well. The boat was built from designs by George Crouch, and is owned by James Simpson and J. P. Backell of the Columbia Yacht Club. This boat has been tried under the form most consistently and she too is driven by engines of 550 horse-power. Some regard her as the winner of the cup last season.

The Detroit Power Boat Association has had a boat built which has been named Miss Detroit, and with this they expect to carry the trophy back to the West. Miss Detroit is a highly powered hydr plane which has been doing remarkably well in her trials. Commodore Harry Smith Ford of the Tappan Yacht Club has a new boat named Little Joker III. This boat turned a somersault while being tried on the Hudson River of Nyack a week ago. She suddenly took a turn up in the air and went over backward.

This model is very radical. It is 25 feet long and 12 feet beam and a large portion of this beam extends out from the deck in the form of wings or spreaders and are supposed to have a lifting effect when the boat is running. She is driven by a motor of eight cylinders, which develops 250 horse-power, and her trials indicate that she will be a serious contender in the series of races which begin next Saturday. Another peculiar feature of this boat is that the rudder instead of being placed in the stern is put well forward, somewhat copying the idea used in Tech, Jr.

The races, which begin on Saturday, will be continued Monday and Tuesday of the following week and after the cup races are over the boats will compete for the mile championship record.

## NEED HUDSON RIVER FERRIES

CAPTAIN ISIAH JAMESON of St. Louis, bridge engineer and steamboat owner, paid a visit to New York recently and took a trip up the North River. For pleasure? Not at all! He only went from the Battery to Yonkers in a motor boat and he paid little attention to scenic beauty. Somebody had told him there was a great chance for the establishment of two or three ferries between Manhattan and Jersey, and he came to look over the ground. Let him tell the story.

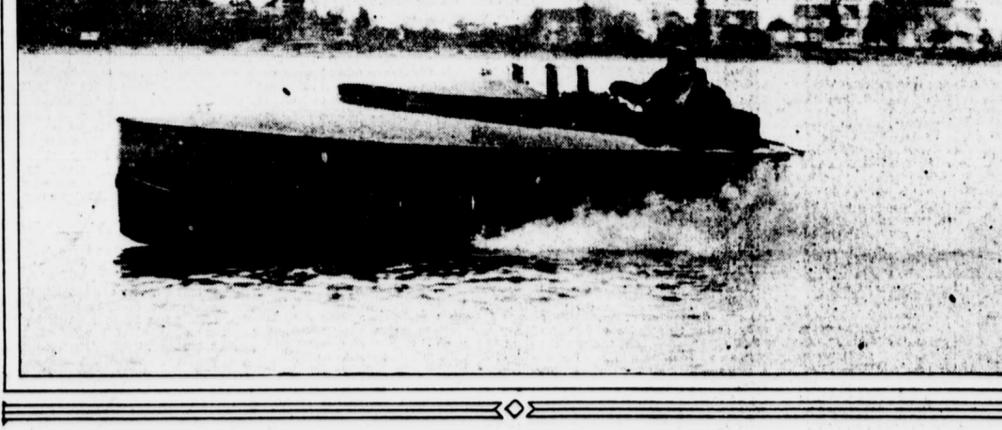
"A slick fellow I met at a St. Louis Club one night not long ago got me interested in the subject of ferry establishment between New York and New Jersey. He talked so convincingly that I felt sure all the shrewd bright chaps in New York had missed a sure bet in ferries and I felt like getting right down to signing papers with Mr. Slick."

"He said he was in a position to get concessions from the municipal government. These concessions would be equivalent to subsidies, although they mustn't be called that right out open."

I had a vivid picture of at least five ferries in operation, of which, I may say, I was to be the chief controller and director. The slick fellow convinced me that I was better than any New York man for such a job because New Yorkers—he said—were not so virile and were too overcome to make a success of the thing.

"Well, I'll own he got one hundred dollars out of me—he called it sort of an option clincher on the concession and subsidies that he could engineer through. He advised me to go on to New York at once and look the ferry lines over. He was too busy to go back right away, but would join me about when I had completed my inspection."

This suited me to a 'T,' and I was in New York within the next twenty-four hours. It may seem strange to you to find there is such a man, but



Above—H. S. Ford's Little Joker III. Below—Gen. du Pont's Tech, Jr.

the truth is that I had never been in New York before in my life. So I had not altogether awakened from my dream when I went down to the Battery and arranged for a motor boat to take me up river on my inspection.

"Well of course you know how I found the west bank of the North River all the way up to Yonkers. I rubbed my eyes when I saw the Palisades and thought there must be some sort of a tunnel through them here and there. Nary a tunnel. I began to get a little hot. Where would my ferries land their passengers on the west bank of the river and how would they get a western shore feed of traffic? Hundreds of feet above the shore, yes, plenty of people there, but how in Sam Hill could you get them up and down? I wish I could get a glimpse of that slick chap."

But there is a little postscript to the story. Before he got ready to start back to St. Louis with his crouch and his chagrin Capt. Jameson dropped into the Waldorf. He met an official of the Dock Department there and after an introduction the two were soon building bridges on crystal plain sight from the official of the Dock Department Capt. Jameson learned this:

Between Forty-second street and 130th street on the Manhattan side of the North River there is no regular ferry across to the New Jersey side. This represents a stretch of nearly five miles of river that a truck or an automobile cannot cross. Tens of thousands of people line the western shore for that five miles and hundreds of thousands the eastern shore. There is a constant traffic and of magnitude on both sides, yet while each is in plain sight of the other for that five miles there is no way to cross the stream.

There is no exact parallel to it anywhere in the world. It often happens that one shore of a river is busy and the other deserted. Ferries are not needed in such cases. But wherever there are many thousands clustered on both sides of a stream a bridge or a ferry is sure to be built or established.

"The Palisades are a difficulty, but only a difficulty that can be overcome,"

for the captain feels sure he ought to build four ferries that New York ought to have.

### CARDS IN PLACE OF SHOES.

ONE of the very latest of the ingenious devices continually appearing in practical business, has just been introduced in the shoe trade, and has already been adopted by more than a score of manufacturers who realize the great saving it accomplishes in labor, material and time. Like many another contrivance for the reduction of expense, it is extremely simple—so simple, in fact, as to excite surprise that it was not thought of long ago.

It is merely a card, designed for the use of salesmen, and serving as a substitute for the sample shoes that have hitherto been a prime necessity in selling goods. The card bears on it not a picture, but an actual reproduction of the shoe to be sold, only it is

What might be called a profile reproduction. This is made of the same leather as the shoe itself, showing the quality of the goods as well as the general appearance of the shoe, but being as flat as the card itself, takes up no more room than an embossed picture would take.

The customer sees at a glance whether the style is what he wants and a little examination shows the material and the quality of the workmanship, for the stitching and trimmings are repeated in facsimile.

The advantages claimed and already realized by those who are using the device are important and numerous. It is estimated that there have been hitherto more than a million pairs of shoes made up yearly for use as samples only and sold for a quarter of their original cost when they are no longer needed for exhibition, thereby injuring the regular retail trade to a considerable extent without any compensating advantage.

The manufacturer therefore saves,

## YACHT NAMES ARE VARIED

GENERALLY people consider it worth while to follow family wishes or tradition or convention when they name their children. For a dog they seek to choose a name suited to his appearance and pedigree and there is a limited choice of names for other pets.

But in the case of a yacht it is different. There fancy, free and untrammelled, may range the universe to find a name that pleases.

In a list of some 850 yachts in commission this summer of 1915 there are names of curious variety. Can you guess what, by actual count, is the most favored name? It is Alice. There are seven yachts named Alice, and if we include other forms of this name, Alys and Alicia (2), there are ten.

If we classify these 850 names we shall find that one-eighth of them are named after the best, the dearest and the fairest, as we may imagine Josephine (3), or Annette, or Irene (2). The list is long with familiar names. After Alice the favorite is Katrina (4). Then come Ellen and Dorothy, each three; Emily (2), Grace (2), Constance (2), Betty and Sally, each 2. We are not surprised that the Betsy Ann, Emily Jane, Priscilla, Roxana and Ruth come down from Boston way, though Lois Ann is from St. Louis. In the midst of this long list of feminine names we note Bill and Francis.

The favorite association of ideas for names comes from birds. There are 20 in this class, of which the best liked are Petrel (3), Osprey (3), Eagle (2), Mavis (2). Egret and this seem beautiful and appropriate.

Next in order comes the group named after fish—fellow members of the same element, about 15 in number, the most popular name being Grayling (3). The Dolphin is familiar and the Narwhal and Swordfish cleave the waters like their prototypes.

Then come the flower names, about 13 in all, of which Iris and Lotus are both peculiarly fit. Rosebud, Narcissus and Larkspur, Clover, Gladiolus and Wisteria are other favorites.

There is one Sapphire, one Pearl, one Garnet, One Wasp, one Hornet, one Butterfly.

There are a few yachts named after the animal world, as Fawn, suggestive of grace and motion, and Tortoise, of an awakening from the retirement of winter into summer life.

The name of Phelone, the mother of the Poles, those guides for mariners, starts us on a search for starry names appropriate for sea wanderers, and we find among others one Constellation, one Hepler, a North Star, Cetus, Orion, Vega, the favorite (3), as well as Comet, Half Moon.

Patriotism has given us two Columbus, one America, one Dixie and two Yankees.

How we can sympathize with those who, remembering their boyhood's great and fearful loss, have bestowed on the vessel that wafts them away from everything they do not like and constitutionally shun, despotic or disciplinary, or monotonous, or obligatory, the title Traun, and there are five of them! Runaway, Ranger (3), Nomad (3), Karabond, Karabondia and Beloved, Karabond, Caspary, Bonheur, Day Dream, Hazyon, Arcady, all seem to fit in with this idea. So do Silver Heels and Silver Wings.

There are many names suggestive of the wilderness, and many Indian names, of which the most favored are Skolok, Skolok, Skolok, Skolok, Mohican, Indian, Comanche, Aztec, each two. Then there are Viking (2), Buccaneer, Breeze (2), Sunshine (2), Gypsy.

Lorna Doone has been remembered and Nydia, the Lady of Lyons and Nixley, the old Sinsbad.

Mythology has supplied many names, appropriate or poetical, as Argo (2), Atalanta, Edmond, Edis, Columbine and Peridot are widely separated, the one belonging in New York and the other in Chicago.

From the realm of humor come whimsical names, Skiddymark, Zipalong, Skipalong, Skeezix, Hullahaloo, Scoot, Skeeter, Little Bit, Charrette, Katzenjammer and Peanut.

There are many names of poetic beauty, simile, or fancy, as Ariel (2), Swan, Allegro (2), Leda, Arrow, Avis, Volante.