

THE SUN'S AUTOMOBILE TOURING DEPARTMENT

Popular Trips, with Driving Directions, Road Conditions and General Information of Value to the Motorist Who Likes to Get Away Over Week End or for Longer Jaunts.

Latest Road Notes for Long Island Tourists.



The attractions of Long Island during the touring season are many and varied and have a strong appeal for touring motorists, especially those who like to make one day and week end trips out into the country.

During the season thousands of inquiries are received at the A. C. A. Bureau of Tours as to the routes to well known points on the north and south shores and the road conditions thereto.

At the present time there are hundreds of miles of hard surfaced roads throughout Long Island which are in good condition; only a few short sections are under construction where detours are necessary. The trunk lines running east and west on both the north and south shores and through the center, are all open and free from construction, with the exception of a short rough section at Babylon, also through Tanners and Moriches. The entire north shore road between Jamaica and Amaganset is in good condition. The north shore road is also in good condition, excepting for a few short sections, all the way to Smithtown.

The old country road between Mineola and Hicksville is in excellent condition. The Hempstead and Jamaica Turnpike from Hempstead to Farmingdale is all hard surfaced and, excepting for one or two worn stretches, is in fair condition. The Babylon road between Farmingdale and Babylon is partly a gravel road which has become somewhat rutted during the summer travel.

The Woodbury road from Hicksville through Woodbury to Cold Spring is commencing to show wear, but it is quite passable at the present. The Middle Country road between Coram and Riverhead is a graded dirt road which has become badly cut up and is somewhat rutted. At the same time it makes an excellent connection from Riverhead, both to Greenport, on the north shore, and Southampton, on the south shore, being used by motorists on holidays and Sundays to avoid the congested traffic and to reach the extreme end of the eastern part of the island without delay. The above route is also used to avoid the two ferries in crossing between Farmingdale and Babylon in party a gravel road. The route through Good Ground to Southampton is now in excellent condition, as is also the road which runs around through Shinnecock Hills to Shinnecock Golf Club. Motorists who like fair dirt roads will find Baiting Hollow road between Wading River and Mattituck in fair condition, from Mattituck on through to Greenport and out to Orient Point there is a very scenic road which turns due north from the hotel at Mattituck and follows through Horton's Neck to Sterling, then to Main street, Greenport.

The road from Amaganset to Montauk Point is only partly completed and there are some stretches of very heavy sand. There are two good cross connections from the south shore road to Riverhead. The Riverhead road from Good Ground and Quogue through Oakville, which runs from East Quogue or Quogue, the cross connection between Patchogue and Port Jefferson, is in good condition. The Commack road to Commack, from Amityville, there is a fair road via Broadway to Farmingdale, thence over the Farmingdale road through Melville, crossing the Jericho Pike into New York avenue and through Fair Ground to Huntington.

To reach the Jericho Pike and the north shore from Babylon Deer Park road can be used through Deer Park and Dixville to the Jericho Pike; also the Commack road to Commack, from Amityville, there is a fair road via Broadway to Farmingdale, thence over the Farmingdale road through Melville, crossing the Jericho Pike into New York avenue and through Fair Ground to Huntington.

The Hicksville road from Massapequa to Hicksville, then over the Jerusalem Highway through East Norwich to Oyster Bay, is in good condition. There is a good road which runs north from the Merrick road through Merrick and Meadow Brook to the Jericho Pike at Westbury. Main street has a trolley line between Freeport and Hempstead. A better connection between the above places is via Grand avenue, through Baldwinville to Hempstead, or the Christian Hook road from Rockville Centre to Hempstead. Hempstead avenue is also in good condition between Rockville Centre and Hempstead. There is also a Hempstead avenue which is in fair condition, running out of Lyubbrook, which runs to Hempstead.

From Hempstead the best cross connection through Garden City and Mineola is Franklin avenue, which also passes the Flying Field and the Nassau County Fair Ground, located at Mineola, from which point to Rocklyn there is a fair road. Connection from the Merrick road at Lyubbrook to the north shore can be made via Franklin avenue, crossing the Hempstead and Jamaica Turnpike at Franklin Square and crossing the Jericho Pike at Floral Park, then direct north to the North Hempstead Pike at Little Neck. There is also a good road from the Jericho Pike also

The Lakeville road, which runs from Hyde Park, passing Lake Success, through Lakeville to the North Hempstead Turnpike. The connection is made to Long Beach from the Merrick road at Rockville Centre, and to Rockaway from the Merrick road at Lyubbrook and Valley Stream.

The Springfield road, which runs from the Merrick road at Springfield, crosses the Hempstead turnpike and Jericho turnpike, at Queens, connecting with the Hillside avenue and the Rocky Hill road at Creedmoor, is in good condition. On Saturdays, Sundays and holidays during the touring season, the Merrick road is one continuous line of cars, and the congestion makes it very slow going for the motorists, who are compelled to keep in line.

There are a number of roads that are not much longer that can be used to avoid the heavy travel, as follows: To reach Brighton Beach and Coney Island over good roads, cross the Queensboro Bridge and follow the Queens Boulevard from Winfield cross Grand street at Elmhurst, to a small gasolene station, where a right turn is made into Woodhaven avenue, thence right into Cooper, right into Knickerbocker, left into Deatur, left into Bushwick, right into Eastern Parkway to the Gen. Slocum statue, left into Bedford avenue, right into Parkside avenue, passing the entrance of Prospect Park, and left into Ocean Parkway to Coney Island.

A great many motorists in returning from Coney Island go via Croysey avenue through Dyker Beach Park, thence through Bay Ridge and up Fourth avenue to Atlantic avenue. There is also a good road which runs from Fort Hamilton, following the shore to Bay Ridge Parkway. Motorists going to Rockaway or Long Beach can avoid the Merrick road by continuing on Hillside avenue from the Peace Monument to the Rocky Hill road, where a right turn is made to the Jericho turnpike, again turning right at Floral Park and running through Franklin Square into Franklin avenue to Lyubbrook, thence down to Rockaway or over to Rockville Centre and down to Long Beach.

There is also another excellent way to reach Rockaway and Long Beach. Cross the Queensboro Bridge and follow Jackson avenue to Flushing, turning right into Parsons avenue from Broadway, and following the Queens road to Queens, thence over the Hempstead and Jamaica turnpike to Franklin Square and south through Franklin avenue to

Lyubbrook and Rockville Centre. The Rocky Hill road is also used considerably from Flushing which turns off from the Queens road just beyond the Flushing Cemetery, passing the entrance of the Motor Parkway, and thence through Creedmoor to Floral Park and down from Franklin Square to Lyubbrook.

Motorists who wish to make good time down the island on Sundays can use the Motor Parkway from the Rocky Hill road to Ronkonkoma and be certain not to be annoyed by policemen and speed limits.

There are a number of good roads to points along the north shore from the North Hempstead turnpike, such as from Flushing to College Point and Whitestone. Also from Bayside to Little Bay and Willets Point there is a good road to Douglass Manor. Most of the roads on Great Neck are good; also from Manhasset to Port Washington and Sands Point, on Manhasset Neck. There is a good road from Roslyn which skirts the shore of Hempstead harbor through Glendale and Seacoff to Glen Cove. There is also a good road from Bull's Head, to Glen Cove, thence through Locustville and Hartsville to Oyster Bay, and a direct road from Glen Cove to Oyster Bay.

In using the roads on Long Island motorists are cautioned to exercise care, as motor policemen are very active and the highway laws are being strictly enforced.

Labor Day Tours

Every motor car owner who finds himself "city bound" during the last week of August is planning his Labor Day tour, and is helping him select an attractive route over good roads to the touring bureau of the American Automobile Association has outlined a series of two day trips calculated to meet every taste.

Eastern Pennsylvania is the most direct way to reach Gettysburg from New York via Philadelphia and Lancaster, following substantially the route of the Lincoln Highway. The stretch between Colonia and Metuchen is almost completed and there is now an excellent new concrete road which follows the north side of the railroad. Between New Brunswick and Kingston the road is still closed, but a very good alternate is available running via Dayton to Cranbury, where turn right to the Brunswick Pike leading straight into Trenton. The Lincoln Highway from that point to Philadelphia and as far as York is in good condition. There is a poor red clay detour between York and Abbotstown which would be dangerous in wet weather.

An alternate for the return trip which may be safely recommended is that from Lancaster to New York via Reading, Allentown, Easton, Washington, Clinton, White House, Bedminster, Far Hills, Summit, Springfield and Newark. The only really rough stretch along this entire trip is between Easton and Washington.

Atlantic City and other New Jersey Coast Resorts—Parts of the direct road to Atlantic City are getting very rough, particularly between Matawan and Lakewood. Motorists are therefore advised to follow the route longer but much more attractive alternative via Keyport, Atlantic Highlands, and down along the beach through Asbury Park as far as Point Pleasant, running back to the main route again at Lakewood. South of Lakewood the road is fairly good most of the way to Atlantic City. The return from Atlantic City to New York by a different route may be accomplished by running first to Philadelphia. It is inadvisable to follow the direct road to Egg Harbor and Hammonton, however, this is under construction and the detour is in very good condition. A much better and only slightly longer road is found by turning left at Pleasantville on Washington avenue and running through May's Landing, Buena, Malaga, Franklinville, Glassboro and Woodbury to Camden, where a ferry crosses the Delaware River to Philadelphia. A route somewhat longer than via the Lincoln Highway from Philadelphia to New York is that which runs north on Broad street through Ocean, Willow Grove and Harbor to Hockensham, thence through May's Landing crossing the Delaware at Lambertville and running back to New York via Rivercross, Flemington, White House, Bedminster and Summit. This is a good hard road and there is relatively little traffic over it as compared with the better known Lincoln Highway route.

Delaware Water Gap—Always a Mecca for tourists; combines beautiful scenery with good hotel accommodations. The shortest route from New York is via Newark, Morristown, Schooley's Mountain, Hackettstown and Buttsville, which is all good except a four mile stretch along the Delaware River just south of Delaware. A somewhat longer but very good alternate is that between Morristown and the Water Gap, and runs via Parsippany, Boonville, Dover, Shamhope, Newton and Dinkmans. The still longer route via Hackensack, Suffern, Tuxedo, Goshen and Port Jervis is also in very good condition with the exception of a stretch between Port Jervis and Milford. The road along the Pennsylvania side of the river between these two places is still closed, but a fairly good detour is available following the Jersey side, from Tri-State to a point opposite Milford.

TEETH SHOCK ABSORBERS. This is an age of inventions and surprises and we now learn that some constructive and thinking Silver passenger with "sire teeth" has, from a combination of suggestion and reasoning, applied the principle of the automobile "shock absorber" to the bounding and bumping plate of false teeth that he has so often nearly lost overboard or sneezed out at an embarrassing moment.

Novel as it may seem, this "rubber heel" of dentures is a large vulcanite with wipers of artificial teeth who obtain it at their druggists, sprinkle some of it on their "sire teeth" and put them in place, whereupon teeth "go to work" at once and stay firmly fast to the jaws for ten or fifteen hours—Lakewood Press.

Hinge Lubricant. Lined oil mixed with a small amount of graphite is recommended as a lubricant for door hinges and latches, which seldom receive attention in this way. Ordinary cylinder oil has a tendency to run, which is not desirable at this location because the clothes of passengers are likely to come in contact with it.

Brake Squeaks. Chronic squeaking in the braking system is generally due to dirt that has been imbedded in the lining and is pressed against the drum when the brakes are operated. Usually this dirt may be washed out with kerosene, but if it is so firmly entrenched that it refuses to come out with this treatment a little rosin mixed with castor oil and applied to the bands will cure the trouble.

TOURISTS! Do not overlook the full page touring map of New England, and the page of touring views in the rotogravure section to-day.

To Our 42,000 Tire Dealers

DON'T wait for the "word of mouth" advertising, or for our own announcements, to reach all of your customers about the Special Molded 3 1/2-inch Firestone Tire.

Every user of 3 1/2-in. sizes ought to know that he can now get the tire of standard quality at prices he has paid for the "bargain" or "shopping" kind.

The heavy buying season is on. Spread this news in your own locality over your name. The car owner will appreciate your effort to give him this advantage promptly.

Put a sign in your window reading as shown in box at the right only, of course, as big as you can make it. That will bring them in and give you a chance to explain why Tires and Tubes of Firestone quality can be sold at these prices.

Firestone 3 1/2-inch Special Molded Tire
At These Prices

30 x 3 1/2	Non-Skid	Gray Tube
\$18.00		\$3.25
32 x 3 1/2	Non-Skid	Gray Tube
\$21.00		\$3.70

6,000 Miles

Be sure to present the following reasons, because some car owners can hardly believe that tires and tubes of first quality are offered this low:

- Firestone financial resources, seventy-three million dollars;
 - Firestone organization in Singapore selecting rubber and shipping direct, insuring first quality and saving 3c a pound;
 - Firestone directing fabric mill to insure highest grade and uniform supply at lowest possible cost;
 - A \$7,000,000 factory separate from the main plant, devoted exclusively to 3 1/2-inch tires and tubes;
 - A daily capacity of 16,000 tires and 20,000 tubes, all 3 1/2-inch size;
 - Over 90% of the organization own stock in the Company.
- The Firestone system of branch houses cuts the cost of sales and service. The car owner gets the benefit in more mileage for less money.
- You know what all these things mean in terms of manufacturing economy. Tell them to car owners now more than ever.
- They will understand quick enough that these low prices are possible only because Firestone is years ahead of ordinary practice in organizing, in manufacturing ability and equipment.
- Spread the news in your locality. Your customers deserve this tire. You deserve their patronage. It's just one more big chapter in the Firestone program of most miles per dollar.

This is the Firestone Year

Pick Your Tour and Write to THE SUN for Route

(This is the ninth of a series of tours to points of geographic and historic interest prepared by the National Touring Bureau of the B. F. Goodrich Rubber Company. The roads chartered on this



map are improved highways.) This week's trip follows almost the entire southern boundary line of New York and its objective is the famed Panama Rocks, Panama, N. Y., located ten miles west of Jamestown, N. Y. Here is found an imposing and tremendously interesting "City of Rocks," with their massive, protecting walls, natural avenues, subterranean passages and many "cave" openings. The year round the rocks are clothed in delicate mosses and living hemlock. The magnitude of these wonders of nature is impressive.

Traversing the Magic Drive—that wonderful automobile road which winds in and out to a long distance and carved from the very rocks themselves—may be seen the proud Ship of State, Tower of Babel, Jacob's Ladder, Countess's Den, Smugglers' Runway, the Devil's Bedroom and Paradise Alley.

The history of Panama Rocks reads like a chapter from "Wonderland." In the old days this spot was a rendezvous for robbers, smugglers and counterfeiters. Surrounded by an almost impenetrable forest extending on all sides for many miles, they could easily leave their hiding places under cover of darkness and escape to a more hospitable climate.

The picturesque village of Panama that nestles down in the valley below the rocks has itself a history that reads like a romance. When first settled the town was on the top of the hill west of the present village. In the early days the settlement was an important stage coach and freighters' transfer station. The three hotels that then cared for the comfort of both man and beast were crowded to their very limit by stage coach passengers and the freighters that passed through from Erie and Barcelona

Harbor to Jamestown, Pittsfield and Warren. A shilling for meals and the splendid automobile road which winds by water to and from New York and other cities. The long line of freighters, from fifteen to twenty-five tons traveling together, passed through Panama almost daily. The large stores in the town did an enormous business. The proprietor of one store alone did business amounting to \$1,000 a day for many months of each year.

Those good old days have passed. But few of the old settlers remain to tell of the bonanza era. The counterfeiters have gone to a country where no spurious coin is accepted. With one exception the mill wheels that once made merry are still. The echoes of the mellow notes of the stage coach horn have died away in the silence of years. The freighters no longer bring life and purpose into the village.

The many changes have taken place since the town was young, but their still remains unchanged and unchangeable the wonderful, mysterious Rocks of Panama

to inspire and uplift those who are in tune with nature.

Route maps from New York to Panama will be sent, free of charge upon request to the Automobile Editor of THE SUN.