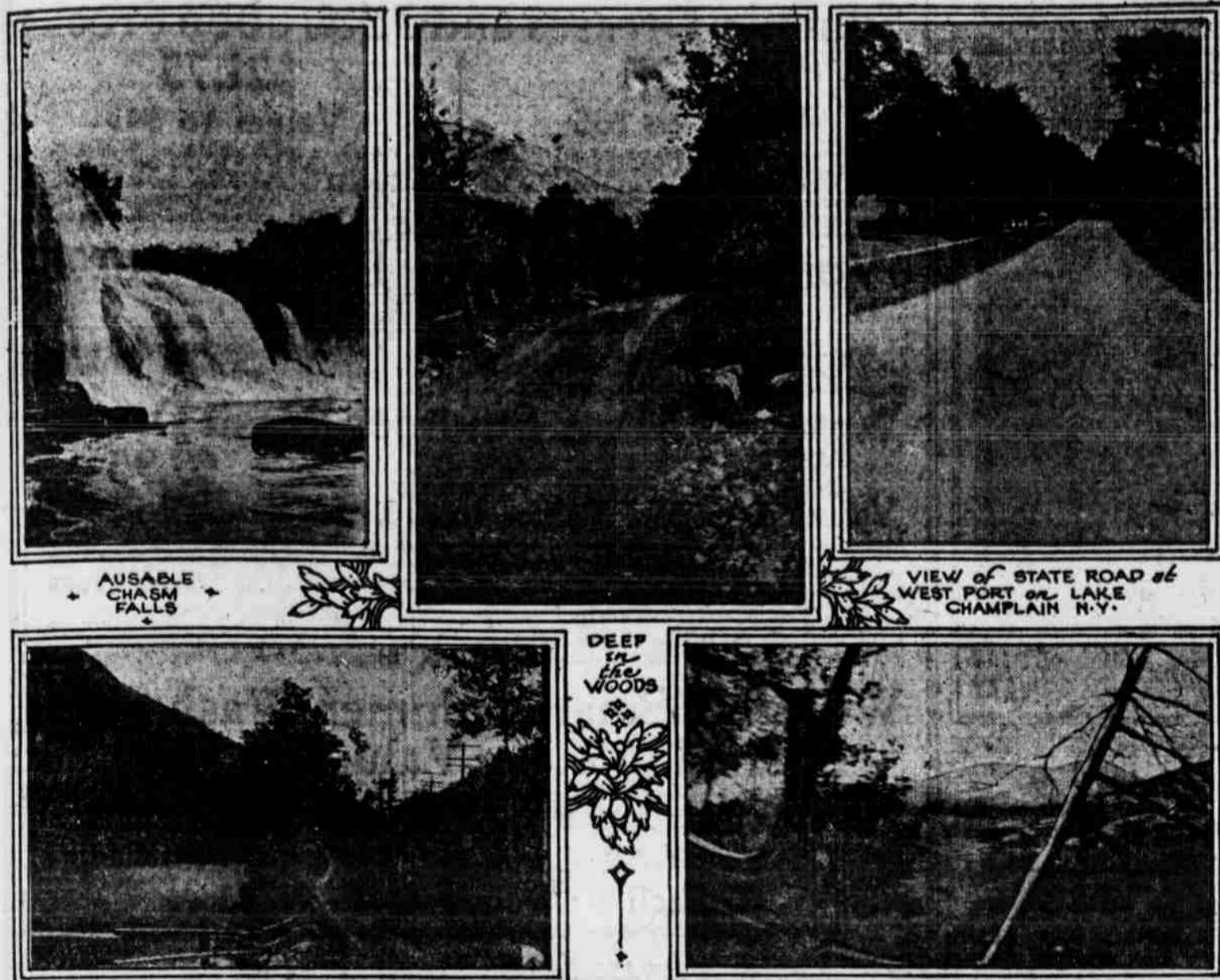


THE SUN'S AUTOMOBILE TOURING DEPARTMENT

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.

A Delightful 650 Mile Trip Through the Adirondacks



Just a ramble through the Adirondacks in a good car for a week is one way to have a great time these hot days. The writer recently made such a trip in a Premier car. During the period he forgot all about crowds and pertness and gave himself up completely to contemplation of cliffs and clouds and other things very close to nature. He also gained four pounds. Complete enjoyment was possible, because all the car demanded was gasoline, oil and water from time to time. It never needed a doctor.

When we left Glens Falls with our fit and jolly brother-in-law, whose name is Hobble and whose hobby is the Adirondacks, we had no objective point to reach but only a keen desire to explore and to get away from the crowds.

Our first day's route lay through Warrensburg, Chestertown, Pottersville, Schroon Lake, Schroon River, Chocoma Pond road and Keene, to Cascade Lakes. We had planned to spend the night at Lake Placid, but at a turn in the road on our way from Keene we suddenly

came upon the Cascade Lakes and the Cascade Lakes Hotel snuggling up to one of the high mountains that completely surround the lakes. It looked too good to pass by, and it proved to be a place very hard to leave. This is an ideal spot for a man like Slattery, who thinks by casting for trout is the greatest sport in the world, or for a man like Dr. McFale, who never can quite "get" the angle of the scientific fishermen, but loves to talk of their earnestness and enthusiasm and then shock their sense of the proprieties by going out on the lake and fishing with a worm and sinker. We found a happy family at Cascade Lakes—happy principally because they were well taken care of by the genial proprietor and because the immediate neighborhood had been very kindly taken care of when nature was at the job of fashioning it.

On the second day of our trip we drove to Lake Placid, and then through Wilmington Notch, Jay, Ausable Forks and Keesville to Ausable Chasm, where we had lunch and made the trip through the famous rapids. From this point we

proceeded to Plattsburg, and then through Cadyville, Saranac, Vermontville and Bloomingdale to Saranac Lake, where we remained over night at the Riverside Hotel, which offered everything that glory motorists could desire.

On the third day we got deeper than ever into the woods by taking the old dirt road by the Ampersand trail and the Hiawatha Lodge to Marbeck and thence past Big and Little Tupper Lakes to a new road partially under construction leading to Long Lake. Long Lake proved so attractive that we cut our riding that day to only half a day, took lunch at Deerland Lodge and spent the night at the Adirondack Hotel. As this was the stamping ground of our "wild woods brother-in-law" we had occasion to meet many of the natives including Game Warden Butler, who went out with us in the evening in the car to the night haunts of the deer. Of course there was no shooting except with flash lights, and we located many a pair of blazing eyes in the brush which we knew belonged to deer.

We supposed when the sun came up on

the fourth day that we would go home before it went down. But "the call of the wild" was too strong, and after driving through Blue Mountain Lake, Indian Lake, North River and North Creek to Chestertown we turned around and went back to the Cascade Lakes via Underwood and the Chapel Pond road. We were like a lot of wild creatures in our desire to get back into the heart of the woods again, and our friend O'Connell of the Rising House encouraged us in our plan to prolong our vacation. We put up for the night at the ever hospitable Cascade Lakes Hotel and got under way again the next day at noon headed for home. Our route lay through Elizabethtown, Underwood, etc., and on in over the road on which we had made our happy entry to the woods. We arrived at Glens Falls in time for supper. Our trip was completed.

We were completely satisfied. That is why we have put the record of this little jaunt on paper. It may be the means of giving others seven happy days.

B. S. B.

Latest Road Notes for Tourists

By O. M. WELLS.

The Automobile Club of America.
The Bureau of Tours of the Automobile Club of America reports the following conditions based on a survey made within the last few days:

Repair work that has been going on for the past six weeks on the Hudson County Boulevard is now completed.

Motorists coming from New England and Westchester county, with south New Jersey as their destination, desiring to avoid New York can cross the Hudson by the Dyckman street ferry, and, on reaching the top of the hill on the New Jersey side turn left into the second street, which is Sylvan avenue, becoming Linwood avenue, which is followed to the end. Turn left, and just beyond turn right and follow Anderson avenue. This runs into Hudson County Boulevard at the extreme north end. If 130th street ferry is crossed, on reaching Fort Lee turn left into Anderson avenue.

Motorists going from Brooklyn can take a ferry from Sixty-ninth street, Bay Side, to St. George, Staten Island. The Staten Island roads from St. George to Totenville are now in good condition. A great many motorists prefer to use the Fingerboard road from the Marine Hotel to Amboy road instead of Vanderbilt avenue.

The Plank road is still the best way to reach Newark from the Hudson County Boulevard. East Elizabeth street and Elizabeth street can be used from Newark to Elizabethtown. The latter road is considered preferable at the present time as the road is closed through Rahway and Woodbridge to Perth Amboy the road surface is in good condition.

To reach south New Jersey coast resorts such as Long Branch, Asbury Park and Spring Lake it is preferable to go the longer way from Keyport via Atlantic Highlands as the road is closed between Middletown and Red Bank, or the run due south from Keyport on the Broad street and down through Eatontown. There is also a fair road which turns off and runs south through Tinton and over the Tinton pike through Eatontown to Long Branch.

The Ocean Boulevard from Asbury Park all the way to Sea Side Heights is in quite good condition, with a connection from Sea Side Heights to Toms River.

For motorists going to Atlantic City with the exception of a short detour due to bridge construction at Freshhold, the Keyport, Freshhold, Lakewood road is in fair condition.

The road from Lakewood through Toms River, Manahawkin and Pleasant Valley to Atlantic City is in good condition.

The new road from Absecon to Atlantic City will not be finished until late fall; the bridge is still to be completed entering Philadelphia avenue. The State road is now under construction between Egg Harbor City through Hammonton to Berlin on the direct front road between Philadelphia and Atlantic

City, and this line will probably be closed until late fall.

Detours have been provided wherever road construction is going on throughout the State of New Jersey. Some of these are rather poor, especially

Off Beaten Track on Long Island.

The crowded condition of the Merrick road and the Jericho turnpike on any fine Sunday or holiday during the summer months has caused many motorists to search for roads which are so well known to the general motoring public. With this idea in mind, the Touring Bureau of the American Automobile Association, at 1515 Fifth avenue, has laid out a tour which avoids nearly all of the main travelled highways and at the same time provides an excellent road surface all the way.

Leaving Manhattan via the Queensboro Bridge, the route follows Jackson avenue to Flushing, and then along Broadway, through the attractive suburban developments of Bayside, Douglass, Little Rock and Manhasset to Roslyn. This part of the tour necessarily follows one of the main routes running east through Long Island, known as the North Hempstead turnpike. The balance of the trip, however, is over roads that are totally unknown to many motorists, even those who are fairly familiar with that section of Long Island.

After passing the clock tower in Roslyn, and coming to the end of the road shortly beyond that point, turn square to the left. Less than a quarter of a mile further on is a watering trough at the junction of two main roads. Here keep to the left and run almost due north along the shore of Hempstead Harbor to Sea Cliff, passing en route the North Shore Country Club. Just beyond a hotel on the left, make a turn to the right on Sea Cliff avenue and follow this main street to Glen Cove avenue. Here turn left and follow a winding road into the centre of Glen Cove.

Keep straight ahead on Forest avenue, curving right on an excellent road surface to Locust Valley. The well known Nassau Country Club is located about half a mile south of this road while the equally famous Piping Rock Club is easily reached by turning right at Locust Valley and running south for about two miles. After passing the

post office, keep on for nearly a mile to a café where turn left on the Bayville Road to Bayville. This little town has an excellent bathing beach and in addition, is the Long Island terminus of the new ferry leading to Greenwich, Conn.

Turn right at Bayville across a tony bridge over an arm of Oyster Bay, avoiding the road straight ahead, which leads to Hooky Point and the Corinthian Yacht Club. Then follow the West Shore Drive with fine views of Oyster Bay, straight into the town of the same name. Oyster Bay shines mainly by reflected glory, because about three miles out East Main street is the fine estate of the late ex-President Theodore Roosevelt.

A right turn is made into South street and then a direct road followed through East Norwich, Jericho and Hicksville to the Long Island Parkway. After passing under the Parkway take the next turn to the right on to the Bethpage Turnpike and run to Hempstead. Camp Mills and the aviation field are located a short distance to the north of this road just east of Hempstead, and airplanes may constantly be seen circling about in the air over this section of the island.

Keep straight ahead through Hempstead and follow the Hempstead turnpike to the Belmont race track. After passing the track turn right on Springfield Boulevard; follow this to Jamaica avenue, and jog right and left into Jamaica, in Queens. This leads into the Rocky Hill road at the greenhouses, the latter road being followed past the entrance to the Motor Parkway and the Oakland Golf Club. Bear right on Queens street, and then proceed via Sanford avenue, Jamaica avenue and Main street, back to Broadway in Flushing.

Turn left at fountain into Broadway and follow Jackson avenue back to the Queensboro Bridge. The total distance over the route thus laid out is about eighty miles, thus making an ideal trip for a summer afternoon.



resorts, will find this very good. Highway is being made on the new State highway between Rahway and New Brunswick, through Metuchen, but this will not be completed much before the touring season, next year. The old highway is being used, but it is quite rough in short stretches. There is a fair detour by going down to Woodbridge, then over to Metuchen; another by continuing on to South Amboy and going west to Metuchen.

The road is closed between New Brunswick and Princeton, also between Hightstown and Windsor. Motorists going through to Trenton and Philadelphia can follow the Franklin Turnpike to the road which turns off just before reaching Dayton and runs through Monmouth Junction, thence over the old Trenton Turnpike, which is in fair condition to Trenton.

There is no improvement in the general condition of the Bound Brook-Somerville road over last year. It is still very rough and poor in sections, especially through Bound Brook to Somerville. A new hard surfaced road is being constructed between Perryville and West Point. When finished this will make a direct connection to Easton.

On the Trunk Lines to the Delaware Water Gap.

From Newark to Morristown, via Springfield, Chatham and Madison roads are in good condition. The lower route from Springfield over the Passaic Valley road through Summit, Liberty Corners and Far Hills to Chester is becoming badly worn in places and not as good as the Chatham-Morristown route. From Chester, on through Long Valley and over Schooley Mountain to Hackensack is all fair going; Schooley's Mountain is fair; the steep turn which has heretofore been so difficult to get over has been repaired and is now in good condition. From Hackensack through Great Meadows and Butteville to Bridgeville the surface is very good at this time, but from Bridgeville on the east side of the Delaware River through Manunkachunk and Delaware to Portland is very rough, especially between Bridgeville and Delaware. It is also quite rough and careful driving is required between Portland and the Delaware Water Gap, as there have been some washouts during the last storm and the trolley runs in the centre of a very narrow road, with many curves.

There are two roads to the Water Gap which lead to the bridge at Dingmans. One is via the Hudson county boulevard and Newark avenue, then over the Belleville Pike through Bellefonte, Montclair, Caldwell, Parsippany, Dover, Knoxvill, Neveong and Andover, Newton to Branchville then Layton Hill to the bridge at Dingmans. The Layton Hill road was built last year and is a great improvement, as the old way was considered dangerous. The above route is also the trunk line and the most direct connection between New York and Lake Hopatcong; it is hard surfaced, about 85 per cent in good condition.

Turn left at fountain into Broadway and follow Jackson avenue back to the Queensboro Bridge. The total distance over the route thus laid out is about eighty miles, thus making an ideal trip for a summer afternoon.

The road from Franklin Furnace through Ogdensburg and Sparta to Lafayette is in a very bad condition, also the road from Franklin Furnace through Monroe to Lafayette.

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