

INFORMATION FOR AUTO DRIVERS

What You Want to Know About Your Auto and How To Drive It and Keep It

Expert Advice How to Keep Automobiles Running Smoothly and the Best Way to Remedy Machine Troubles—Traffic Suggestions and Pleasure Routes for Evening World Readers.

By GEORGE H. ROBERTSON.



GEORGE ROBERTSON

An unfortunate accident occurred last week which resulted in the death of a small child and the detention by the Coroner of another youngster, who, it is charged, was partly responsible for the accident.

When a motor vehicle is left standing without an attendant, measures should be taken to prevent the operation of the vehicle by any one but the regular driver.

ANSWERS TO LETTERS.

I bought an Overland 16 recently and would like to know which of the following carbon removers the best to use: "Noncarbons," a liquid which is poured into the gasoline tank, or "Flash," a powder which is poured into the cylinders?

Have had personal experience with Noncarbons and find it very efficient. Regarding the Flash powder, I have never used it, so am unable to give you a fair opinion of it.

I am having trouble with E. J. side lights on my Ford. Had to light one lamp eight times one night from Cooney Island to Prospect Park, where I gave up counting. Can this be remedied? Several of the Hudson Avenue automobile doctors say they will not treat Ford lamps.

Would advise you to take up your trouble with the agent of these lamps in this city or else junk them and buy another make.

What is the best route from this city to Washington, D. C.?

Leave New York via West Shore ferry for Newark, Elizabeth, Rahway, Metuchen, New Brunswick, Princeton, Trenton, Bordentown, Columbus, Mt. Holly, Camden, cross ferry to Philadelphia. Then to Chester, Wilmington, Elkton, Havre de Grace, Annapolis, Baltimore, Elkridge, Laurel to Washington.

Is it advisable to dope your gasoline with ether, and what proportions should be used? Do you know anything of the merits of "Gasoline Tonic" which is a solution supposed to strengthen the engine and give the machine more power. Do you think this would help or hurt a car, and why?

Would suggest that the use of ether in gasoline be discouraged. It does not help a car, and I have never had any personal experience with the mixture you mention.

What is the best route to Lowell, Mass. from this city? F. BROOKS.

Leave this city for New Rochelle, Port Chester, Stamford, Bridgeport, New Haven, Meriden, Springfield, Worcester, Marlboro, Concord, to Lowell.

I am fifteen years of age and would like to know whether I could run my father's car. H. BRIDGEC.

The law states that any person operating a car must be at least sixteen years of age.

What is the best route to Utica, N. Y. H. WOLFMANN.

Leave New York by Broadway for Yonkers, Hastings, Tarrytown, Peekskill, Poughkeepsie, Hudson, Albany, then to Utica.

Kindly advise me by means of your column in The Evening World as to the best route to Elkhart, Ind., via Philadelphia and Wilmington. I expect to ride there on a bicycle, and the route having the least number of hills would be most acceptable.

Leave New York via West Shore ferry for Newark, Elizabeth, Rahway, Metuchen, New Brunswick, Princeton, Trenton, Bordentown, Columbus, Mount Holly, Camden, cross ferry to Philadelphia. Then to Chester, Wilmington, Elkton, Havre de Grace, Annapolis, Baltimore, Elkridge, Laurel to Washington.

How can I learn to be a racing driver? I can drive a car at a good speed, and know how to repair a car. Can you tell me where I can secure a position that would help me to become a driver? R. Y.

Would suggest that you secure employment with some factory which is identified with racing at the present time.

NEWS OF ALL BRANCHES OF SPORT

M'FARLAND HAS KNOCKOUT PUNCH

BOTH NATIONAL GOLF AND TENNIS TITLES WILL BE DECIDED WITHIN NEXT FEW DAYS

Table with 3 columns: No., Distance, Par. Lists various golf courses and their distances.



Champion Ouimet, Travers and Evans are the Pick of the Entries in the Classic at Detroit, Which Starts To-Day, While Champion Williams, McLoughlin and Behr are the Favorites in Tourney That Opens at Forest Hills on Monday.

Next week two national championships—tennis and golf—will be decided, one at Forest Hills, L. I., the other at Detroit. The hundreds of thousands now playing these two sports the national tournaments are what the world series is to the baseball world, the banner event of the season.

The pick of all the tennis and golf stars in the United States are entered in the two championships. In both competitions there will be an added feature, the matter of supremacy between the East and West.

It is far from a certainty that R. Norris Williams and Francis Ouimet, the two champions, will retain their honors. Both must battle their way through a week of the hardest kind of opposition, and should they again emerge victorious no one could justly question their claim to the ranking position.

The entry lists in both tournaments contain the names of many young stars, youngsters who may occasionally carry everything before them. There is always this chance, but by the process of paper elimination the fields have been narrowed down to a trio of favorites—Williams, McLoughlin and Behr for the tennis title and Ouimet, Travers and Evans in golf.

In point of interest to New Yorkers the tennis meet will shape up as the most important. The West Side Club will utilize twenty-four courts to accommodate the 128 entrants on the opening day, Monday. The record number of matches will be divided in three sections, the first starting at 10.15, the second at 11.15 and the third at 2.15.

How can I learn to be a racing driver? I can drive a car at a good speed, and know how to repair a car. Can you tell me where I can secure a position that would help me to become a driver? R. Y.

Would suggest that you secure employment with some factory which is identified with racing at the present time.

How can I learn to be a racing driver? I can drive a car at a good speed, and know how to repair a car. Can you tell me where I can secure a position that would help me to become a driver? R. Y.

Would suggest that you secure employment with some factory which is identified with racing at the present time.

McGraw at Last Explains What Is Wrong With Giants

New York Leader Says Double Victory by Cards Over His Team Recently Killed All Their Chances of Winning Pennant, and He Gives Reasons for Club's Failure.

By John J. McGraw, Manager of the Giants.

THIS season has been the toughest year of my baseball life. When I took my ball club to Marlin last spring I thought I had a championship team, or one which would be a contender right up to the wire.

All along I have thought the team would catch its stride and get going and pull through, even up to the last week, when the Cardinals beat us twice in one day. That double victory crowded us out of the fight for the pennant for good, and I know it that day.

The Detroit Tigers have been in the fight for the American League pennant right along, and were within jumping distance of first place until the recent series with the Boston Red Sox. That, to Hugh Jennings, my old friend, and his Tigers, was the big series of the season. He knew it and his ball club knew it. The race depended on it. They lost the first game. There was still a chance for them to come back and pull out the three-game series by winning the final two. They dropped the second in thirteen innings. Those extra innings meant the finish of a season's efforts, in my opinion. And, while Hughie never told his men so, I'll bet he felt after that second defeat of the series he was through as far as the pennant went. And many of the older men, like Cobb and Crawford, knew it, too.

All through the early days of the season I had confidence in my team, and I kept predicting the Braves and the Giants would finally quarrel for the pennant in the stretch. My prophecy came only half true. The Braves are going to be there in the stretch, and they won't have much fighting to do, either, as I see the league to-day. Stallings will have the pennant sewed up by Sept. 15.

"What is the matter with the Giants?" I have threatened to shoot friends and enemies and neutrals who have fired this question at me this season. I'll bet I have been asked it a hundred times, and it just naturally irritates me. I am now going to try to tell as nearly as I can what the trouble with the club is. I really don't know. I have read in the paper that it is an old machine gone wrong; that I kept the men, and the team had worn out without me realizing it.

This is not true. The club is not an old machine and age has not gotten into Snodgrass proved that by floundering around all through the season on my club and then going to Boston and winning a game there the first day he played. The players are young, seemed to fit in. When we had hitting they didn't field, and the pitching was so rotten. Good twisting meat had fielding and batting sense.

MATTY HAS HAD HIS WORST YEAR, SAYS M'GRAW

Just one part of the machine is aging, and that is Christy Mathewson. Season after season, since I have been with the club, I have gone along with my pitcher, and I have never had a better pitcher than Matty. He has pitched along like Tenneyson's brook, and I guess I thought he would continue to go on and on. He has had a lot of good games in the big league, and he has been doing most of his pitching with his head for the past two or three years, but he is not what he used to be. He has had a lot of bad years, and that means a lot to any ball club. So a very important part of my machine has aged, it is true.

Still, if I had gotten the baseball out of the other pitchers that I had looked for we ought to be sailing off better. This is the first year I have had a pitcher in Marlin last spring that I had ever gathered together since taking hold of a big league team. But I could not carry them. They had to be questioned and I had my veterans with the long contracts to consider. The rule made by the National League cutting rosters to twenty-one was a mistake. It has hurt us. It has hurt us, too. They succeeded if that is what they wanted.

There is one player who had a bad year with the club who is making good now, and I am glad to see it. I mean Fred Snodgrass. If ever a boy tried to do his best for a manager Snodgrass did this year. It broke my heart to see him go. I have given him all up because he got some bad. Once or twice I thought he might turn on the gas and I told him not to feel so upset about it. I gave him his unconditional release, which was the only fair thing to do under the circumstances. I know that Snodgrass will share in the winners' portion of the World's Series grab, and I will be glad to see him get it. He is a superior and a hard worker, and his failure in a giant uniform this year was not because he didn't try.

There is one thing I am going to do this year and that is beat the Cincinnati team in the race if it can possibly be done. I have come in for a good deal of guff because I said early in the season that the Reds would catch up to us. I am not a prophet, but I am a realist.

THE TEN LEADING BASE STEALERS IN THREE BIG LEAGUES.

Table listing top base stealers in National, American, and Federal Leagues.

CHICAGO, Aug. 28.—Packer McFarland concluded his training here today for his fight with Mike Robinson at the Metropolitan Club tomorrow night. McFarland will be accompanied by a training squad, which will be used to employ his spurs in the preliminary of the Metropolitan Club fight for the night, September 11. Packer looked big yesterday, boxing with a heavy, 160-pound, boxing team before 400 fans. He weighed 152 and figures he'll make 170.

Ad Wolcott and Joe Ascareo, who are fighting at Fritz Bohm's New Deep camp, today send their best wishes for their bouts against Parker Hodge and he is at present negotiating with a club in Allentown, Pa., where Hodge will in all probability box Eddie May there some time next month.

MOTORISTS' PROBLEMS SOLVED. George H. Robertson, America's foremost motor expert, solves all motor problems. Special classes for ladies. Stewart Auto School, 525 West 57th Street at Broadway.