

away in
\$350,000

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Speedway was in

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Portland Rose Car-
which he piloted a
orty" to victory,
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On July 10, passing
a course near Los
with the Shettler Tro-
with a Chalmers-
k car, covering the
age speed of fifty-
les per hour, the
t car ever made in
untry.

E COSTLY,
ERY POPULAR
In Promoting Such

DRIVERS RECEIVE LITTLE

FALL BELOW OTHER SPORTS

**DARE DEVILS WHO RISK THEIR LIFE
DAILY RECEIVE SMALL SALARIES
COMPARED TO BALL PLAY-
ERS AND JOCKIES.**

A woman who saw the recent Crown-
point automobile races asked after the
gruelling run was over, "What do those
men do that for?"

These automobile race drivers, the best
of whom will drive here this week, run
more risks in a single hour than the aver-
age man does in his entire lifetime. They
enter the race arena with no more dis-
play than the farmer does a hayfield. Do
they get what the ordinary human being
averages, \$800 a year for his labor? Do
these flirts with death get what even
a day laborer would want for his services
in the same occupation? Hardly. The
public, judging the auto driver by the
chances he takes, is given over to the
belief that he obtains fabulous sums for
his work. But how different it really is.
Several of the big stars get good salaries,
but it is given on good authority that
there is not a single driver in the busi-
ness whose contract calls for anything
like the amount of money Hans Wagner
gets for gamboling about the diamond, or
indeed as much as Frank Chance draws
for leading the Chicago Cubs.

Chance and Wagner have absolutely
nothing to fear in the daily execution of
their two hours' work. A fast ball may
break a finger or a bad slide may crook
a toe, causing a rest for a few days.

Even successful jockies have been
known to pull down \$50,000 for one year's
work. There is danger in this business,
to be sure, but nothing as compared to
that of the auto driver.

Draw Small Salaries.

Consequently, it is almost unbelievable
that some of the best auto racers of the
day are getting only \$50 a week, while
many others get even less. In rare in-
stances some get more.

There is one star, Art Greiner, driving
the Renault, who is a more absolute ama-
teur than any high school boy who leaves
his own town to take part in an A. A. U.
competition, for Greiner pays his own ex-

periments on your
parts.

MO LIVE

AUTO KEEPS FARM

HOLDS YOUTH IN CO

**MOTOR CAR IS SAID TO SOLV
LEM OF YOUNG MEN FO
ING HOMESTEADS FO
CITY LIFE.**

Among the many other
achievements that the modern a
is bringing to pass, is the soluti
farm and the boy problem. In th
one motorist at least, this inv
man will unlock the mystery as
keep the young men from fors
country home, in order to live in

Man is a gregarious animal.
to mingle with his fellow kind. I
isolation and solitude, consequ
hunts the place where the great
ber of people congregate—in the
space—the city.

Here he gratifies the inborn i
rub up against his fellowma
heart's content. Sometimes he
off the rough edges and becom
lashed magnate, and is heard
end of the land to the other,
lad born on a farm—country-br
himself from obscurity to the p
fame.

Few Reach Fame.

But cold facts show that the
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the city merely fill in cogs of c
machinery, wheels which keep

July 10, passing
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Underbilt, Cobe
Prize.

Grand Prize, the
recent Cobe tro-
while unquestion-

public, come high
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the coming Lowell

be held in Massa-
and 8, will be the
promoters hope for.

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Club is talking of
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the Renault, who is a more absolute ama-
teur than any high school boy who leaves
his own town to take part in an A. A. U.
competition, for Greiner pays his own ex-
penses in their entirety and is happy at
the chance to get into the race. Indeed
he left the hospital recently against the
doctor's orders to get ready for the
Crownpoint races.

George Robertson and Lewis Strang are
the two drivers who get more money than
any of the others. Of course the exact
figures were not given out, but there are
billiard players who make almost as
much money in a year as do the men
who are the stars in the most dangerous
of professions.

Chevrolet, the Frenchman; Dewitt,
Florida, Dennison, Knipper, Matson,
Poole, Seymour and others draw good sal-
aries, but none of them anything like the
money popularly supposed.

Several of these men are connected
with their factories, in the way of being
managers of branches in different cities.
Again, some of them hold responsible po-
sitions in the mechanical departments of
the concerns for which they drive, and
the majority of them look upon a big
race meet almost as a holiday.

Of course, they get good, big bonuses
for winning big races, but as only one at
a time can win a race the driver has
to be a consistent winner to make his
total earnings for the season total up to
anything like the first-class baseball play-
ers get. One of the men who employs
these daredevils, in speaking of salaries
the other day, gave an interesting side-
light on the matter.

"One of the reasons," said he, "that
these salaries are held so low is the fact
that there are so many first-class men,
really, great drivers, who are simply
crazy to get the chance to race and who
do not require pay for their services. It
seems the more danger there is in the
business the more people there are who
want to take a hand at it."

Consequently the drivers on salary are
not the men who are making the most
money out of the racing business. Barney
Oldfield is still king of money-makers.

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ARS

WEDY

*Booster of Big
Motor Speedway*