

the military equipment of the
ny. Three of these cars were
o the headquarters of Brigadier
ew, commander of the "blue"
were used by him and his staff
continuously in carrying orders to
scattered forces.
no doubt that, had it not been
cars, General Pew would have
less effective defense of Boston
lid, for his troops were spread
thin line of defense from the sea
the Taunton River. During the
or three days, all of the camps
ouch with General Pew's head-
y means of telephone wires rig-
the signal corps, but in
days of the maneuvers,
ue" army did not have
a for such operations and
relied entirely upon his White
to keep in touch with his scat-
ces, for be it remembered, the
ne game created the fiction that
ry means of transportation and
ation were destroyed and the
ere thrown entirely upon their
ances.

Ambulance Follows Conflict.

much appreciated by the "blue"
the White steamer ambulance,
o the division headquarters, and
s no "make-believe" about the
this car. Although no bullets
g about to bring injuries to the
g armies, the hospital corps on
was kept busy, treating cases of
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flesh is heir. In the "blue" army
en, such cases manifested them-
y frequently, and it is not sur-
hat is, was found necessary to
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s, as it was in practically con-
ice. As each case of sickness or
was reported the ambulance was
o bring the patient to the field

ove does not completely cata-
extent to which White steam-
used by the "blue" army. Quar-
Sergeant Hathaway drove his
eamer, using kerosene as fuel,
e was in charge of getting sup-
ne division headquarters, it can
imagined how useful this car
elf to be.

y fifty or sixty officers of the
my were present at the maneu-
ing in the capacity of umpires,
or as advisers to the respective
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he motor car in military opera-
the result can not fail to be
increasing the motor equip-

MATSON RECITES STORY OF FAMOUS ROAD RACE

Says He Entered Crownpoint Event In-
tending to Win, as He Does
at Lowell.

A stranger was being shown through the
Chalmers-Detroit factory the other day. In
the contest department he was introduced to
Joe Matson, who was busy making ready his
car for the Lowell (Mass.) race meet. He
shook hands, and then drew back and sur-
veyed the famous driver.

"So you're Joe Matson," he said. "Glad
to meet you. You were pretty lucky to win
that Indiana trophy at Crown Point, eh?"

"Well," said Matson, thoughtfully, "yes;
I'm pretty lucky to be alive, I suppose.
We're all pretty lucky, in fact. But I don't
believe it was luck that won the Indiana
trophy." Matson gave an order to the
mechanician working on the now famous
No. 19, and then turned to the visitor.

"Let me tell you something about that
race. In the first place, the Chalmers-De-
troit team was entered to win. We were
not there to make a showing, but to pull
down the trophy. I entered that event with
everything planned. Barring serious acci-
dents I thought I could win.

"Billy Knipper started out to 'beat it.'
Al Poole didn't race quite as hard, but kept
well in the front. I took things easy. It
was not until the fifth or sixth lap that I
made any speed at all. The scheme worked
perfectly. Knipper got some of the leaders
racing pretty hard and Poole helped him.
All this time I trailed. Then when the time
came to get away, I was in condition to
make a good race.

"Only during the last eighty miles was I
pushed hard. Then Robertson gave me a
great run. We fought it out through three
hard laps. The course was oiled, with the
loose gravel edging common to such roads.
When our dual was closest we plunged into
this, throwing dust, dirt and small stones in
each other's faces. First he would have the
lead; then I would take it, but no matter
who led, we kept up this dust battle. On
the grand stand approach was a bridge over
the course. Once I passed Robertson directly
beneath this bridge, and I'll wager there
were not six inches to spare. That was the
kind of a race it was right to the finish.

"I do not believe that luck played a very
great part in such a victory. I had it
planned and I drove my hardest.

"But my plan worked, and therein I was
lucky." And Matson strolled reflectively
about No. 19. "Yes, lucky—lucky to have
the car, that one right there, to drive. If I
had not had the utmost confidence in my
car, I could not have made up the time I
lost by taking things easy in the early laps.
If I had not known that that little car
would make good on anything I asked, I
could not have fought that eighty-mile duel
with Robertson. I might have planned a
strategy from the time I struck camp at



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C. S. HICK

MARMON BUILD
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army did not have for such operations and relied entirely upon his White to keep in touch with his scouts, for be it remembered, the game created the fiction that by means of transportation and stations were destroyed and the were thrown entirely upon their resources.

Balance Follows Conflict.

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AH WANTS BIG INTERNATIONAL AUTO RACE

stranger Says Motor Club is ready to Bid for Grand Prize Event.

AH, Ga., Aug. 28.—It is planned another big international automo- race in this city. Harvey Granger, of the executive committee of the Automobile Club, recently an- at his organization is prepared to

veeyed the famous driver.

"So you're Joe Matson," he said. "Glad to meet you. You were pretty lucky to win that Indiana trophy at Crown Point, eh?"

"Well," said Matson, thoughtfully. "yes; I'm pretty lucky to be alive, I suppose. We're all pretty lucky, in fact. But I don't believe it was luck that won the Indiana trophy." Matson gave an order to the mechanic working on the now famous No. 19, and then turned to the visitor.

"Let me tell you something about that race. In the first place, the Chalmers-Detroit team was entered to win. We were not there to make a showing, but to pull down the trophy. I entered that event with everything planned. Barring serious accidents I thought I could win.

"Billy Knipper started out to 'beat it.' Al Poole didn't race quite as hard, but kept well in the front. I took things easy. It was not until the fifth or sixth lap that I made any speed at all. The scheme worked perfectly. Knipper got some of the leaders racing pretty hard and Poole helped him. All this time I trailed. Then when the time came to get away, I was in condition to make a good race.

"Only during the last eighty miles was I pushed hard. Then Robertson gave me a great run. We fought it out through three hard laps. The course was offed, with the loose gravel edging common to such roads. When our dual was closest we plunged into this, throwing dust, dirt and small stones in each other's faces. First he would have the lead; then I would take it, but no matter who led, we kept up this dust battle. On the grand stand approach was a bridge over the course. Once I passed Robertson directly beneath this bridge, and I'll wager there were not six inches to spare. That was the kind of a race it was right to the finish.

"I do not believe that luck played a very great part in such a victory. I had it planned and I drove my hardest.

"But my plan worked, and therein I was lucky." And Matson strolled reflectively about No. 19. "Yes, lucky—lucky to have the car, that one right there, to drive. If I had not had the utmost confidence in my car, I could not have made up the time I lost by taking things easy in the early laps. If I had not known that that little car would make good on anything I asked, I could not have fought that eighty-mile duel with Robertson. I might have planned a victory from the time I struck camp at Crownpoint until doomsday and never have carried it out had it not been for the fastest and sturdiest light car I ever drove.

"And that is why I can't agree that luck played a great part in the winning of the Indiana trophy."

That is Matson's own story of how he won the Indiana trophy. It is the most he has ever said about his great Crownpoint victory. And when he had finished telling it the stranger who thought luck won the race decided he had a lot to learn about automobile racing.

DURANT PRAISES SPEEDWAY.

Pays Tribute to Indianapolis Race Track After Inspection.

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C. S. HICKS

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Speedway Entrants Endurance and Grueling

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