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room. The company will carry a full line of Knox cars and will sell the machines from the floor.

The Knox Company has sent out letters to agents, customers and friends of the organization, in which they state that the accident in which Bourque lost his life in a racing car at the Speedway had been carefully looked into and found that exhaustion of the driver when practically unconscious was the cause for the fatal dash.

Wife of Racer Is Opposed to Sport

When the Chalmers-Detroit team began its preparation for the Lowell (Mass.) meet Mrs. Joe Matson left Detroit to visit her parents in Boston. For Mrs. Joe has no use for the profession of her famous racer husband. Not that she doesn't think motor racing a great sport—for other men—but she doesn't like it for the man who won the Indiana Trophy.

"I've heard a lot," said Matson the other day as he worked over the car, "about my having won the Indiana Trophy, but not from Mrs. Matson. She was probably as glad as any one when I pulled down the prize, but she has never said so. She never asks about my races, and she won't listen if I try to tell her about them, and she has never seen me drive a race. She couldn't be dragged to a track by a team of horses. She's never far away when I am driving, for she says she always expects to get a hurry call to come if she expects to see me alive.

"Every year I promise her I won't race any more, but each season I go right back to it again. There is something about the racing game that gets into a fellow's blood and makes him long to get into a race once more. That is why my promise never amounts to much. I guess my wife understands it pretty well by this time.

"Of course I know I am taking chances. Automobile racing is no game for a man who can't take chances. And it may be true that I will keep on till it gets me, but my wife always will be there at it long enough. But I'm no dare devil. I don't try to throw my life away and I am taking all the necessary precautions. It is a race, but I consider it a pretty hard one to win. I often think I will keep my promise to quit it, but I don't. I guess she has seen in the game that I love it."

And Matson nodded to his wife, smiling as he said:

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"Of course I know I am taking chances. Automobile racing is no game for a man who can't take chances. And it may be true that I will keep on till it gets me. They say it always will if one keeps at it long enough. But I'm no 'dare devil'; I don't try to throw my life away and I certainly am not anticipating getting killed in a race. But I suppose it is pretty hard on my wife. I often think I will keep my promise to quit it, but—well, those who have been in the game know how I feel."

And Matson turned to the car, smiling reflectively.

IN THE WRONG SHOP.

Meggendorfer Blatter.

Lady: "I would like you to paint my portrait with my hat on."

Painter: "Good gracious, ma'am, you'll go to go to a landscape painter for

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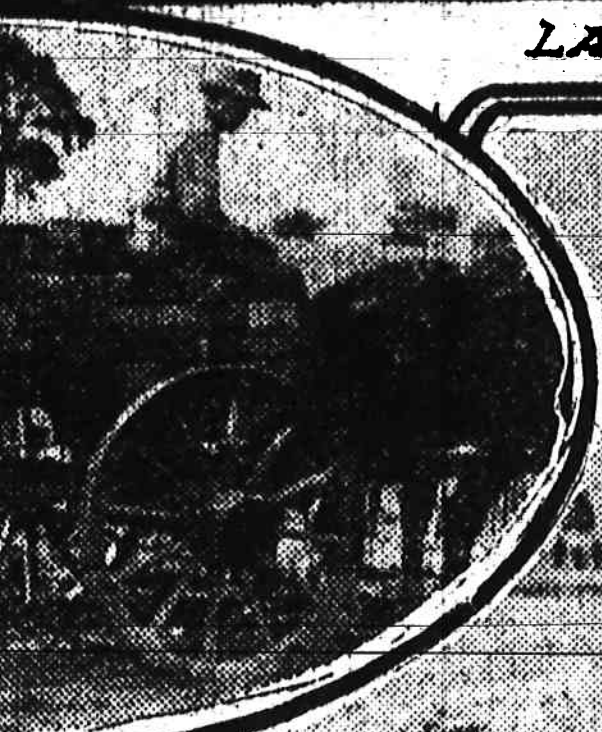
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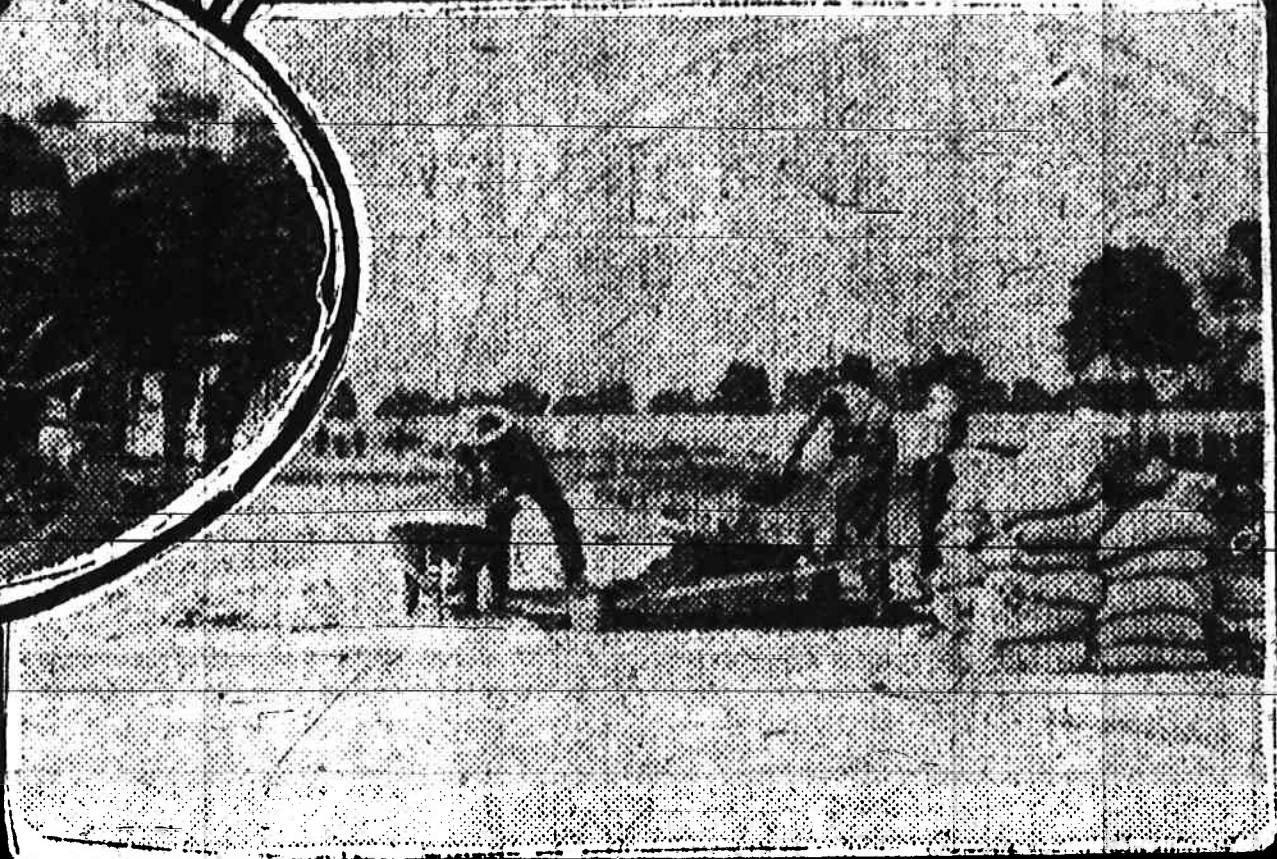
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LAYING NEW BRICK ROADWAY



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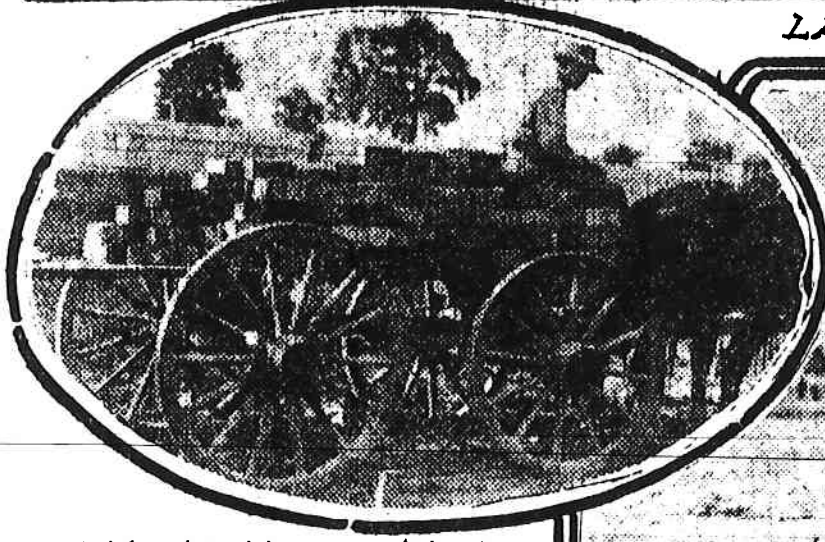
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\$180,000--3,500,000 Brick to Be Used

DRIVERS

Extensive Improvements to Be Made at Speedway.



LAYING NEW BRICK ROADWAY



*PART OF THE 3,000,000 BRICK
TO BE USED*



CEMENT WORK WILL COST \$30,000.

The track will be as smooth as a billiard table and racing experts say that the recent fast time made on the old surface will hide for shame in the dust of the flying machines when they are turned loose on the improved course.

The twenty-four-hour race will not be run on this season most likely. A motor race meet will be held some time soon after the aviation carnival, scheduled for Oct. 14, 15 and 16.

It is the desire of Promoter E. A. Moross to hold a motor meet a few days prior to the opening of the Atlanta (Ga.) Speedway and hang records so high that the contestants in that initial event can not reach them. This, he thinks, can be done with ease, because of the exhibitions of speed so easily obtained from the recent Speedway contests, when the surface was not as smooth as it will be after being paved.

The shape of the local track, with its high banks, is considered to be the

ideal of race courses for the entire world. As soon as the paving is complete it will be used by manufacturers, who are eager to have their race drivers practice. It will also be used by motor car builders to have test runs for their machines. The National Automobile Company of this city will likely hold a ten days' race meet for their own drivers, racing a thousand miles a day, not to make records, but to test their machines.

W. T. Blackburn of Paris, Ill.; Maj. Middleton of this city and M. W. Blair of St. Louis are the experts who will watch the work of paving this week. It is estimated to take about three weeks to complete the course.

Carl Fisher, president of the Speedway Company, decided to take this action after being urged by William B. Riley, presi-

time neither hinder traffic on the streets, break speed laws nor endanger the lives of others.

While preparations are in full sway for the motor races, work is also being pushed for the aeroplane and dirigible races to be held next month. A large aerodrome is being constructed in the enclosure surrounded by the track. This enormous building is the second one, where the balloons and airships will be housed. The new one is 350 feet long and 110 feet high. It is so constructed that the aeroplane riders can fly in or out at will, as can the dirigible contestants. The other balloon house will be used for spherical bags.

A new section of bleachers, to the south side of the track and west of the present stand, is being built. This will double the seating capacity of the bleachers. Another