

## TO TRY FOR MORE WORLD'S RECORDS.

Barney Oldfield and His Green  
Dragon at State Fair  
G rounds.

### WILL GO AFTER EVERYTHING.

Big Machine is a Whole Fourth of  
July Celebration in Itself—Matched  
Against "999."

BY BARNEY OLDFIELD.

"I was glad to see old '999' again. That was the first car to ever get under the mile a minute mark and I believe I could drive her again to beat her best record. Bert Fuller ought to get great speed out of her, and if he makes good in the races today, he will no doubt have a good permanent berth in the automobile racing business as many American companies are getting out cars for next season and will need good drivers. The business, though, is not all glory and danger. A driver ought to care for the machine he drives as a mother cares for her child. He cannot trust it to a mechanic and win."

BY BERT FULLER.

"I expect to win today if I get away all right, for '999' has as much speed in her as the best machine built. If she is working well, if I get started first, Oldfield will never pass me. Both machines have got to slow up for the curves, and the man that will take the biggest chances will win. Maybe it's because I'm green at the game, but I am willing to take all the chances coming. This is my first race in a racing car, but I have been in several stripped touring car contests, and I am well acquainted with half mile tracks. Win or lose, I am going to stay in the racing game. It was with the intention of staying in the business that I started to work for nothing in an automobile shop five years ago."

Gasoline is king at Agricultural park this afternoon. What electric sparks and exploding gas can do when expressed in the terms of autocar speed is being demonstrated. From all indications the race is to be half-raising. Oldfield's Dragon is described as a whole Fourth of July celebration when it gets into action, and those who have heard "999" when under way realize that it might be surpassed by a Port Arthur bombardment, but they are not sure.

#### DRAGON AGAINST "999."

The automobile racing game is launched in Utah today for the first time, and both machines in the races are veterans with a long string of world's records. A curious feature of the run will be that it is the first race in which Barney Oldfield has been matched against "999" since he gave up driving her in August of last year. This is the machine in which Oldfield first sprang into fame, and in which he made world records for every event up to 10 miles. It receives its name of "mankiller" from the fact that he killed a man in an accident shortly before giving it up. Car "999" when she is working right has 50 horsepower, which is about 40 horsepower more than the green Dragon now driven by Barney. In the recent trials here her compressors were not working well, but since then she has undergone a thorough overhauling at the hands of an expert and goes into these races in her best condition.

#### UNDER MILE A MINUTE.

The races are the first motor car events in which two racing machines have been pitted against each other ever held west of St. Louis. The two machines are the only American built cars except cars with records on circular tracks of less than a mile a minute. Barney Oldfield was the first man to drive a car under a mile a minute and he did it with "999" at the Empire track, New York, in 1901, in 56.45 seconds. Nobody else got under a mile a minute for more than two years after this, and since then come has driven "999" in equal time. It took Barney more than a year to break his old record on a new machine, but recently he has been doing much better time on his Peerless Green Dragon. Recently at Denver he took in all records from 10 to 20 miles. At the Empire track on Oct. 28 Barney lowered the world's record for 10 miles from a standing start to nine minutes 12.5 seconds, winning from Thers, Bernin and Sartori, all European drivers of reputation, and one of them, Thers, was winner of the Gordon Bennett cup race.

#### TODAY'S PROGRAM.

The program today contains three

**ABSOLUTE  
SECURITY.**

Genuine

**Carter's  
Little Liver Pills.**

Must Bear Signature of

*Wm. Wood*

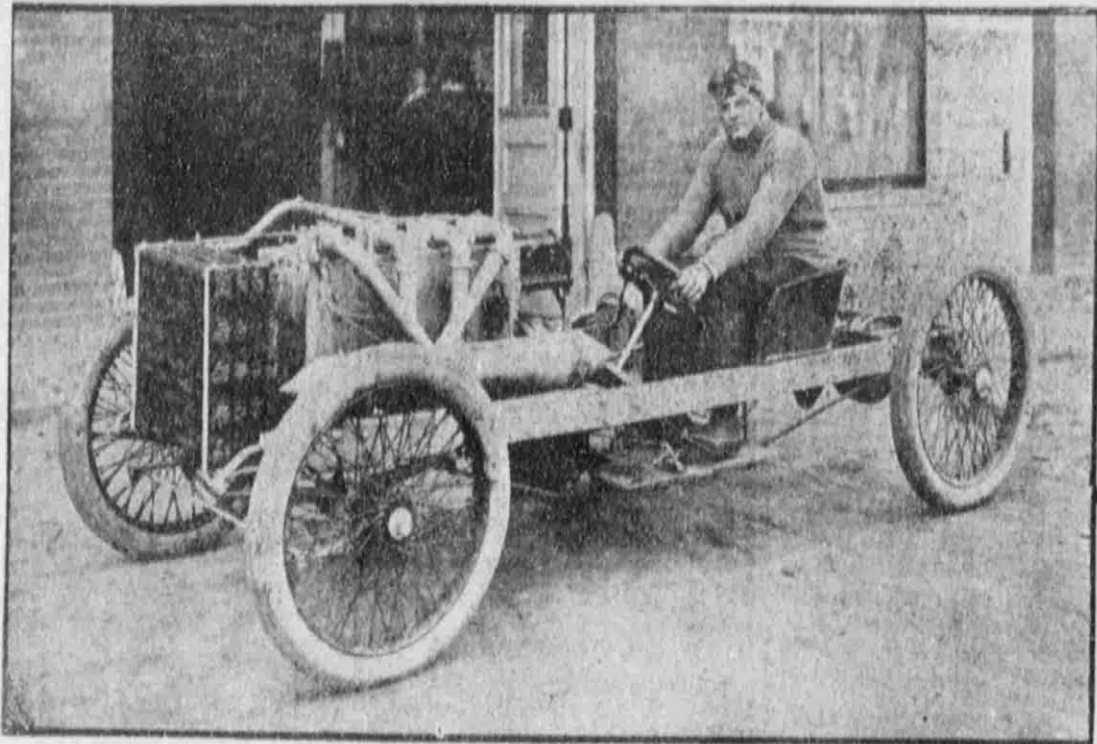
See Fac-Simile Wrapper Below.

Very small and as easy  
to take as sugar.

**CARTER'S  
LITTLE  
LIVER  
PILLS.**  
FOR HEADACHE.  
FOR DIZZINESS.  
FOR BILIOUSNESS.  
FOR TORPID LIVER.  
FOR CONSTIPATION.  
FOR SALLOW SKIN.  
FOR THE COMPLEXION

Price 25 Cents  
Genuine Carter's Little Liver Pills  
Purely Vegetable, *Wm. Wood*

CURE SICK HEADACHE.



BERT FULLER AND HIS "MANKILLER."

Here is a striking likeness of Bert Fuller, Salt Lake's most noted auto driver, seated in his "mankiller" "999," the machine with which Jed Newkirk broke several records. The car, "999," was formerly handled by Barney Oldfield. It was then taken by Newkirk, but the latter abandoned the racing game after trying for records in Salt Lake. Bert Fuller, who had been chauffeur for Samuel Northouse, was offered the chance of taking Newkirk's place and he took it, since taking charge of "999" Fuller has mastered the big machine, which is of 50 horse-power, and he expects to give Oldfield the race of his life.

events of marked interest. "We are going to try for all records on a half-mile track. The world's records now are 1:12.5 for the mile and 5:24.5 for five miles." Preceding the match race with Fuller, which will be for three or five miles, in two heats, local cyclists will perform on motor bicycles. The match race will be followed by an exhibition trial for all half-mile track records on a Peerless stripped 21 horse-power machine. The machine will be driven by Charles Burman of New York. At Denver last Saturday he was going under a mile in 56.45 seconds with the machine when he broke down. He defeated Kiser, who has just won world's records from 25 to 40 miles from foreign drivers, at Grand Rapids, in a stripped car race. At Cleveland in the race meet recently he defeated all entering cars in his class. He is confident of breaking a set of records today.

The race here will no doubt lend a big impetus to local automobile circles, and will do much towards making the sport popular and general here. With the addition of the three big cars now ordered, and the building of the Holmes country house, next season, with probably see big developments in the Salt Lake automobile world.

#### THANKSGIVING GAME.

University Team Should Defeat the Colorado College Eleven

A good line on the Colorado college team which plays here Thanksgiving day against Muddocks' men, is secured from a game played Saturday in Denver. The team met Denver university and was defeated by it with a score of 14 to 8. Since Utah defeated Denver university by a score of 12 to 0, the dope book would now seem to predict a sure victory for Utah, provided both teams remain in the same condition of trainer and experience.

After the game in Denver, Coach Jennau, of the Colorado college team, said: "The Denver boys took our fellows off their feet at the start, and they never got back. We can play faster ball, however." Coach Fowler, of the team Utah defeated, said: "The boys outplayed them from start to finish. I am pleased with the whole work."

Colorado college seemed to have plenty of wind and endurance, as it made its only touchdown when the game was nearly over. Sablin, of Denver, who did the star playing for that team against Utah, made the first touchdown a few moments after play had opened on an 80 yard run through an open field.

Near the end of the half a goal from placement after a series of line plays raised Denver's score to 16. Just before the end of the half Colorado college scored a safety on a blocked kick. In the second half two Denver men made long runs around the end for a touchdown. Then Colorado college was touched, which was not an easy thing to do at that stage of the game. Recovering the ball on their 20 yard line, they played their way clear across the field to a touchdown. Mead, the left tackle, carried the ball over from the 20 yard line, in a buck through right tackle.

Colorado college had expected to win in a walk, evidently considering the showing made against Utah by Denver as evidence of weakness.

The line up is as follows:

Colorado College. Denver Univ.  
Bale.....F.....Poley  
Headlin.....F.....Martin  
Roberts.....F.....Brown  
Hobert.....F.....Roberts  
Mead.....F.....Altar  
L. Lemnox, capt.....F.....Sablin  
Sahlin.....F.....Manley  
W. B. Smith.....F.....Vand-  
Hill.....F.....McKay  
Mark.....F.....Pate, capt.  
Randolph.....F.....Hunter.

Referee—Riley. Umpire—Hunter.

"AGGIES" WERE CRIPPLED.

Most of the Men Depended Upon Were Out of Condition.

The Aggie team evidently had its hands full in attempting to play ball with the coast aggregations. When they received the drubbing of 35 to 9 from Stanford they were in a badly crippled condition to judge from the press reports of the game. The Daily Palo Alto, Stanford's undergraduate daily paper, said:

The Utah Agricultural college team is in a badly crippled condition. In a heavily contested game against the University of Washington two weeks ago several of the players were badly injured. Several others were hurt in the Corvallis and Multnomah games, and Coach Campbell reports that he has been unable to enter the same team in two consecutive games. At present only four out of a squad of 17 players are entirely uninjured. Madge, captain and left tackle of the team, was so badly injured in the Multnomah game that he may be unable to take part in tomorrow's contest. Besides a torn ankle from the Washington game, the big right tackle, and one of the veteran members of the team, is suffering from two cracked ribs which were fractured in practice yesterday.

Last year the Utah team made a good record in the Rocky mountain district, not being scored against once during the season. This season, however, the team was chiefly recruited from men who have never played football before. The team is composed of heavy, sturdy players, but they are greatly handicapped by their inexperience. From his success with the team last year, it is expected that Coach Campbell will ultimately succeed in developing a very capable eleven from the available material at hand. The Pacific coast trip is taken by the team in preparation for its annual game with the University of Utah.

## NEW BELMONT PARK TO BE A NEWMARKET

What Will Happen When Racing  
Season of 1908 Opens in  
New York.

### SOME RAPID TRANSPORTATION.

New Course Is to be Thrown Open to  
The Public Next Year—Making  
Great Preparations.

A New York dispatch says: "When the racing season of 1908 opens up it will be possible to reach Belmont park from Broadway and Forty-second street, in something less than 15 minutes," declared a Jockey club member and representative of August Belmont at the Jamaica clubhouse, when discussing the new Belmont park race course, which will be thrown open to the public next year. Further talk on the subject brought out the interesting information that it is the pet hobby of the chairman of the Jockey club, in consummating the minor details of the great new plant, to establish the fastest and most direct transportation facilities ever placed at the disposal of the metropolitan racer. If plans now under consideration carry through it will be possible in three years' time to stand on upper Broadway at 2 o'clock and yet have plenty of time in which to reach the scene of racing, which commences at 2:30 o'clock p. m. At the present time it takes just an hour with good luck and the endurance of all sorts of individuals to reach Jamaica or Aqueduct from the heart of the above-mentioned district.

#### RAPID TRANSPORTATION.

Of the two East river tunnels to be bored by the Interborough Transit within the next few years the tube projected off Fortieth street will be undertaken first. It is through this tunnel with Subway connections on upper Broadway that future generations of racers will be whirled to America's premier racetracks in express trains of miles-a-minute velocity. Belmont park is 12 miles from the Hotel Astor, and the dream of the Belmont park promoters is to put down the Broadway at the track-side in 20 minutes at the outside, and in less than 15 minutes on through rush express trains. Next year and for two years later still, the racing enthusiast must be obliged to take a ferry to Long Island City or "L" to Brooklyn's Flatbush depot, and then to throw himself or herself upon the tender mercy of the Long Island railroad to reach the insular seats of racing. Then in three years' time it is thought the tunnels will be open and the swift train in the world will be speeding underneath the surface of the East river and spreading over Long Island like a spider's web.

In these waning days of the season the big move of the turf firm time to talk a great deal of the coming of Belmont park. On all hands it is agreed, the men to whose enterprise and ingenuity the great course is a reality judged the future with splendid foresight, inasmuch as the new racing grounds at Queens will ultimately solve the transportation problem, which has long been the bane of metropolitan racing.

The idea of an "American Newmarket" is to be carried out at Belmont park. Already the management has offered leading trainers and stablemen the opportunity of purchasing plots of ground within the estate proper upon which to build a home for the training and a complete establishment for the maintenance of the owner's racing string. R. T. Wilson, Jr., was on hand at Jamaica on Friday to see Dolly Shaker beat Ormond's Right and declared his intention of taking up the offer of the new track's owners and erecting a stable for his horses and a home for his trainer and his family, which would endure after other hands have taken over the shaping of the Wilson destiny in turf affairs. Other prominent owners who have fallen in with the idea and "railbirds" found snaking about the establishments seeking information. The idea is reported from Newmarket and, according to many horsemen, has decided advantages.

The County and Turf club removed its official abode from the Westchester clubhouse to the Manor mansion at Belmont park a few days ago. The handsome old mansion with its colonial pillars and vinery is to be preserved in its general aspect by the racing association which bought it in, acquiring the land for the race course. In the years to come New York's society will spend its expensive balconies reclining upon its promenade. The house will not be properly opened up until early next spring. During the Vanderbilt

cup races a party of vandals all but carried away the headrest of one of the four immense pillars which stand guard in front of the main entrance. These pillars are racing relics. In 1734 the first race track in America was opened at Charleston Neck, S. S. These pil-

lars did duty as the gate posts. Four years ago they were presented to the Jockey club by the city of Charleston, S. C. as an evidence of the good will of southern horsemen for their northern brethren.

Hundreds of racing enthusiasts visited Belmont park last Sunday. The grand stand is a tremendous structure and will hold at least 20,000 persons. The immense steel framework is all in place, while the several courses are laid out. Five separate tracks and a training course will be the complement of the new park. The tracks comprise a mile and a half circuit, a turf course of one mile, straightaways at seven furlongs, and a mile and a quarter, and a steeplechase course. Over a thousand workmen are engaged on the plant at the present time.

It is understood in Jockey club circles that Belmont park will open with a big demonstration on June 1, 1905. Aqueduct, Jamaica and Gravesend may get meetings antedating the one at the new track.

#### WALTHOUR GETTING READY.

Famous Bike Rider Is Training for Big Six-Day Race.

Bobby Walthour has started training for the six-day bicycle race to be held in New York, beginning Dec. 5, and with Benny Munroe as a partner, expects to repeat his victory of last year.

The blond lad returned from Europe last week after a phenomenal season's work, during which he won something like \$15,000. He crossed on Aug. 4, and returned wearing the medal of the world's middle distance championship, which he won at the Crystal Palace track in London.

"During the past year I started in 41 races, and won 40 of them," said Walthour. "Accidents caused most of my losses, although I was beaten fairly by Leander in the first race after I got off the boat. Since Leander's lamentable accident in Paris, which caused his death a day or two later, the authorities have barred wind-shields and now the pace followers have to travel behind stripped machines handled by riders wearing tight-fitting jackets. I might say that after Leander was

killed, I started wearing a headgear, similar to that used by the football players, and I know that it saved my life, on one occasion at least, when I hit my head on the cement track in a rail from my machine while going at a 50-mile an hour pace."

"I think Caesar Stinar is the best rider in Europe. He gave me the hardest race in the 100-kilometer championship. Albert Champion is riding fairly well. "Cycling is as popular as ever across the water. Sometimes there are crowds of 25,000 at the Park Des Princes track in Paris."

Walthour's wife and one of his three youngsters accompanied him on the trip.

Walthour and Archie McEachern, the Canadian, as a partner, won the great cycling event in 1901, and again last year, with Benny Munroe of Almond, Tenn., as a team mate, pulled down first money by crossing the tape ahead of George Leander in a whirlwind finish in Paris.

Other cyclists, realizing his remarkable powers, are anxious to team with him, as they figure they will have a better chance to get a look-in for first money.

When Pat Powers, the promoter of the race this year, was in Boston recently, signing up riders for the great race, he gave Hugh McLean the understanding that he was to be the favored one, and the Chelsea man consequently commenced training at once in order that he might be in perfect trim to do his share towards winning the great event.

Harry Caldwell, the New Hampshire giant, also signed by Powers, and who, by the way, will in the coming grind ride his first six-day race, says Walthour is to be his partner, and that between them they will make the other riders look as if they were trying to keep up with a racing automobile with velocipedes.

Now comes a report from the south that Benny Munroe has started training to ride with Walthour, and again have "Dixie Land" represented in the race by a real southern team.

Walthour had a conference with Pat Powers upon his arrival in New York from abroad, and evidently named his man, as it is safe to say he will not allow anyone else, not even Pat Powers, to pick his partner for him.

#### HILL CLIMBING CONTEST.

Great Test for Automobiles Takes Place on Thanksgiving Day.

Entry blanks have been issued for the annual Thanksgiving day hill climbing contest up Eagle Rock hill in New Jersey, the record for which is held by W. K. Vanhook, built, Jr. Eleven events will be contested under the auspices of the Automobile club of New Jersey, and they declare it will take all day to complete the program. Provision is made for stock cars of almost every kind, and also for the three classes of racing machines under the classification of the American Automobile association.

Following is a list of the events:

No. 1—For electric vehicles, stock cars, all prices.

No. 2—For steam vehicles, stock cars, all prices.

No. 3—For gasoline vehicles, stock cars, list price \$150 and under \$150.

No. 4—For gasoline vehicles, stock cars, list price over \$150 and not more than \$250.

No. 5—For gasoline vehicles, stock cars, list price over \$250 and not more than \$500.

No. 6—For gasoline vehicles, stock cars, list price over \$500 and not more than \$1,000.

No. 7—For gasoline vehicles, stock cars, list price over \$1,000 and not more than \$1,500.

No. 8—For gasoline vehicles, stock cars, list price over \$1,500 and not more than \$2,000.

No. 9—For gasoline vehicles, stock cars, list price over \$2,000 and not more than \$2,500.

No. 10—For gasoline vehicles, stock cars, list price over \$2,500 and not more than \$3,000.

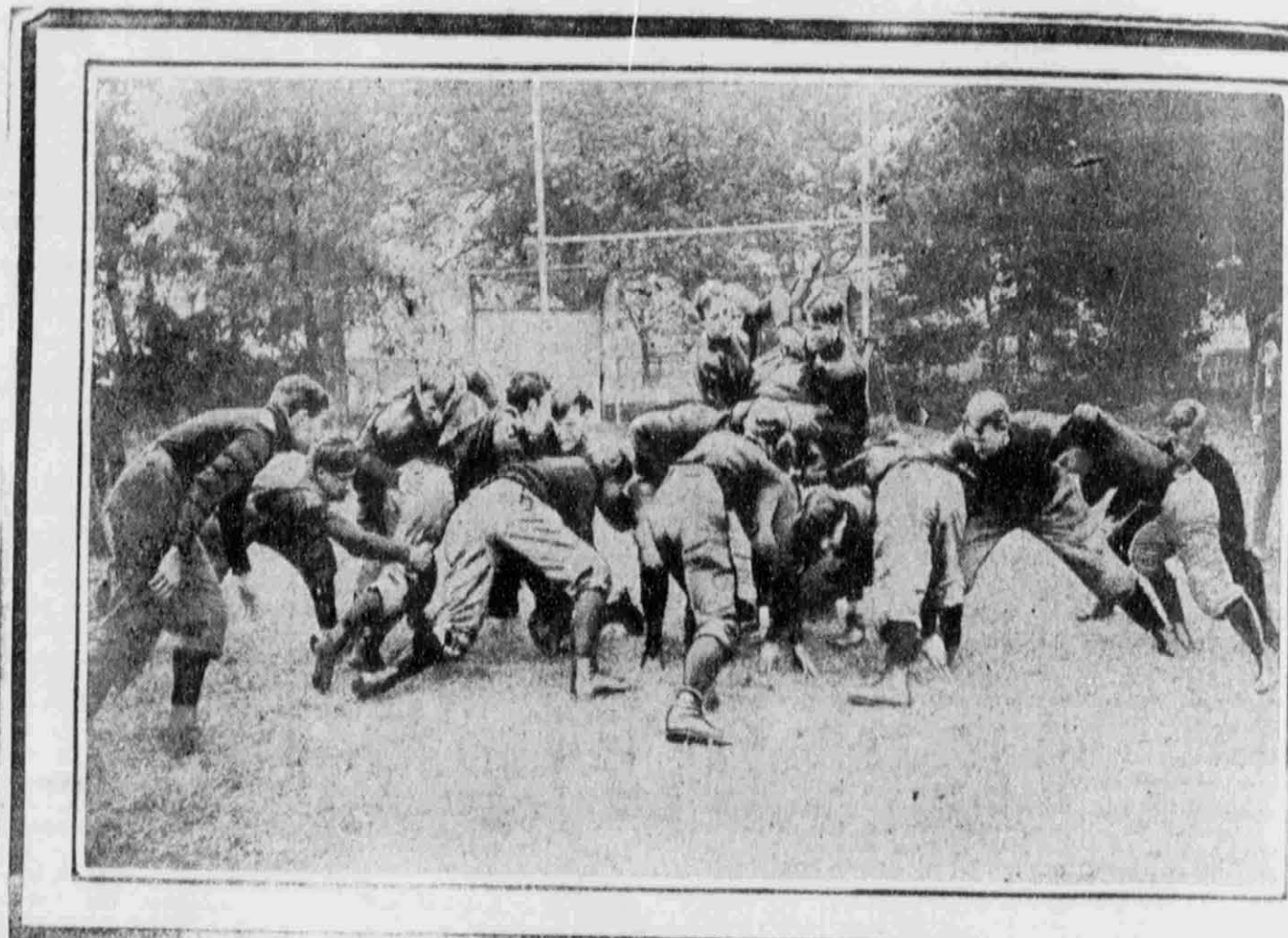
No. 11—Class A, for cars weighing from 1,450 pounds to 2,200 pounds.

No. 12—Class B, for cars weighing from 221 to 1,450 pounds.

In all the stock car events the entry must be equipped as per manufacturer's catalogue specifications. In events 3 and 4 two passengers must be carried (removal of tonnage permitted).

In events 5, 6 and 7, four passengers and tonnage must be carried in conformity with the weight and classification and road racing rules of the American Automobile association. Imported cars must be entered under their selling price in this country.

#### PENNSY'S MIGHTY MASS FORMATION.



The above picture of the clash between Pennsylvania and Harvard gives a fair idea of the forcing play of the Quakers. The record they have made so far indicates that Pennsylv will capture the inter-collegiate championship.

## JUST OUT

November (Thanksgiving) Number

# SUNSET MAGAZINE

READ "LOCOMOTIVE JONES," James Hopper's California football story; Summer Sessions at University of California, by H. A. Overstreet; The Girl and the Story, a Western romance, by Harriet Bates Calkins; Homes of Pasadena, the rose city of Southern California, by Bertha H. Smith; About Baja California, by O. C. Ellison; Mariposa Lillies by Carl Purdy; In the Mt. Hamilton Hills, by Carrie Stevens Walter; Horses of California, by Joseph Cairn Simpson, and many short articles and poems.

Cover design by Dixon, and the usual number of fine half-tone illustrations.

10 Cents a Copy.

\$1.00 a Year.

Sold Everywhere.

Published Monthly by Passenger Department

**SOUTHERN PACIFIC,**

4 Montgomery Street, San Francisco,

CALIFORNIA.