

Barney Oldfield on the Speed Mania

I often wonder if one person in a thousand knows what it is like when they sit in a grandstand and see some fool drive an automobile around the track faster than the other fellow ever did before?

Most persons place a high value on their lives. But few would deliberately agree to sacrifice their lives for any consideration. Yet, whenever a man drives a racing automobile around a circular track these days in record time for one mile, that man is taking about the greatest chance that one could take without becoming a suicide.

A hundred good, daring fellows have been trying for years to get cars that will capture the mile circular track record and have gone out and raced them over death trap courses. Fifteen of these men have been killed, 10 so badly injured that they quit or were forced out of the game by physical disabilities, and the others, with the exception of about three or four, quit because they realized the game was not worth the candle.

Admired Great Codrino.

There was one great track driver that I admired above all others. He was Emanuel Codrino, the man who built the Fiat Cyclone and raced it for a year. The first time I met Codrino he had a car not as fast as my Green Dragon and I beat him easily. This happened at Providence, R. I., about four years ago, and as he told me goodbye that night he said in his broken English: "You have a great car. I like the way you build him. Maybe next time we race, you will win so easy." The following year Codrino appeared on the circuit with the now famous Cyclone, the work of his own hands, as far as the assembling of the car was concerned. The ingenious fellow had built the machine along the lines of the Green Dragon, but had added much more horsepower and taken off many pounds of weight. The spokes in the wheel he had taken out and trimmed down until the size was almost below the danger limit, and the "rig" certainly had speed. But one day while the Italian was going for my record mile at the Pimlico track in Baltimore, a tire rolled off as he was going into the lower turn. The frail wheel crushed like an egg shell, the nose of the car plowed into the ground and the machine became a twisted broken mass of wreckage. Underneath the wreck lay the torn and bleeding body of the game fellow who had built his own instrument of execution. The mile record had tured another victim and ambition became his murderer.

De Palma Is Not Victim.

Then after three or four drivers had proved they were afraid of the record, Ralph De Palma fell heir to it, and driving exhibition races alone, he broke my mile record at St. Paul a year ago. In October last I met De Palma one night in New York and he told me he was going against my mile record for half mile tracks at Danbury, Conn., with the Cyclone. He had never been on a half mile track with the car, and I warned him that it was not as easy as it might look. I told him that I had only my long experience on all sorts of tracks made it possible for me to negotiate half mile courses successfully. He smiled with an air of confidence and assurance. But a week later I read that the Cyclone had turned over on a turn and had crushed his hip so badly that he is still on crutches.

Walter Christie, the wealthy front-drive inventor, drove to the starting line at Pittsburg one day and told the show Oldfield how to drive a mile in 50 seconds. He got quarter way around when his machine turned turtle and poor Christie will be a cripple for life. As he lay in the hospital for six weeks before he died, he probably realized that the mile record must be bought at too dear a price. That is the reason Christie does not hold the mile record for the mile today. His car is the fastest thing on wheels in America and perhaps in the world. But Walter can't drive it with his crippled arm, and perhaps his courage also was crippled at Pittsburg.

Kiser's Mishap.

Back in 1905, after I had given up the Winton Bullet, Earl Kiser, an old comrade of the bicycle days and one of the stoutest hearted fellows in the world, took it. It was in Cleveland that he took it. It was on the track for a record trial with my head bandaged and a receipted hospital bill in my pocket. I had gone through a fence two weeks before in Detroit and I was wondering if my goat was gone for good. I had not heard it even bleat for two weeks. Ambition and pride alone caused me to send the Dragon around at a fast clip, my record for the track, which was then fast as lightning. Then Kiser went out with the Bullet. We were both Ohio boys, and the partying where our great rivals in Cleveland, where both our cars were made by rival companies.

I stood at the track side with my watch in my hand and as "Kise" passed the half mile pole I said to Charlie Burman: "Kid, he's going to beat me by a couple of seconds. And he would have, too, only he did not get around the three-quarter turn. The Bullet had swerved and plunged as protest to being sent in an unnatural manner, and when they picked Kiser up out of the burning wreckage his left leg was cut off above the knee. It had been cheated but the mile record ambition was not to blame that the poor fellow was made a cripple instead of a corpse.

About the most modest and lovable fellow I ever met in the game was Webb Jay, who created a sensation with the Whistling Billy steam car, when he brought it out in 1905. Jay got a fast mile over the nonregulation oval at Morris Park in New York, but he never got within two seconds of my mile circular record, which was then 53 seconds, made at Agricultural park in Los Angeles. Two weeks after Kiser's accident, Jay and myself met at Buffalo. The papers were trying to get us into a \$5000 match race, each man to bet his own money.

I told a reporter that I would agree to the race if Jay would get within one second of my mile record that day. "Catch my second mile," Jay called to the timers just before he started in a five mile race. But the second mile was never caught. Plowing through the fence on the upper turn, Whistling Billy rolled over a few times, and landed in a pond of water a hundred feet away and they pulled the bleeding and crushed fellow from underneath the demolished car just in time to save him from drowning. It took a flock of skillful surgeons and six months in the hospital. Jay so he could sit up in the hospital. The scythe handler had missed his calculation by the fraction of an inch, but he grinned and said "I'll get some of those ambition crazed ones yet."

Two Victims for '09.

Frank Kulick of Detroit sat at the wheel of a six cylinder skeleton racing car which has been built for him by Henry Ford, the great builder of racing cars and the man who built the old "99" for me. I drove the "99" a mile under the timing for the first time any man ever sent a racing car around a circular track in such time. After I left it, Frank Day, a youngster of Columbus, Ohio, went through the fence with the "99" at Milwaukee, while trying for his mile record. He was killed instantly.

Kulick was a pet of Henry Ford and

was Ford's idea to build a car for Kulick that would enable him to get the record away from me. I was the target they all were shooting at. Kulick was going the mile at Detroit in 48 seconds they say. A burst tire and a collapsed front wheel sent the car high in the air and when it landed upside down Kulick was under it. Kulick was in a hospital for a year and is now a permanent cripple. Ford had the car buried in six feet of dirt where it fell at the trackside and no amount of money could induce him to build another racing car for anyone.

These are just a few of the more prominent drivers in the game that "got theirs" trying to get the mile record. In the month of September, 1907, alone there were 11 racing drivers killed.

I had shaken dice with death so often, gambling on the skill of the tire-maker, the steelmaker, the designer of the car, and human workmanship, that I began to wonder now and then if I could get away with it for much longer. That's why I let De Palma get my mile record. I hold the other forty-nine out of the fifty records on the state and I was going to be satisfied with winning races and take a rest from the nerve shredding mile record drives.

Ready to Gamble With Death.

But I guess only the cripples ever get the mile record ambition out of their system and I was no exception to the rule. As far back as last August I was determined to get the mile record back or become a cripple—or perhaps worse. I got my big Benz car and began to get accustomed to it for even reconnoitering the country until I found one that was right.

I am going to continue to gamble with death and I know there is no hope or chance for only one man has broken that mile record since I made it and many have been maimed and killed trying to do it.

I can always tell when I have smashed a record by the way the crowd yells as I drive back to the paddock, and if in the future they yell for me, let them just cheer a little also for the many poor, brave, lion hearted fellows who tried but who can't ever hope to try again.

WASHINGTON COUNTY FAIR HOLD ANNUAL FAIR

Weiser, Idaho, Jan. 22.—The Washington County Fair association has been incorporated by the following: A. L. Frechafer, Council; G. E. Steward, Indian Valley; R. C. McKinney, A. A. Brown, A. A. Record, A. L. Treman, all of Weiser.

It is proposed to hold the fair each year before the holding of the Intermountain fair at Boise, and to ship the exhibits from here direct to the Intermountain fair. In this way every exhibitor will have the double privilege of helping to make a good showing for Washington county both at the county and at the state fair. This county's magnificent products, both horticultural and agricultural, will thus be given the opportunity they should have of drawing the attention of the state.

Fair in Tented City.

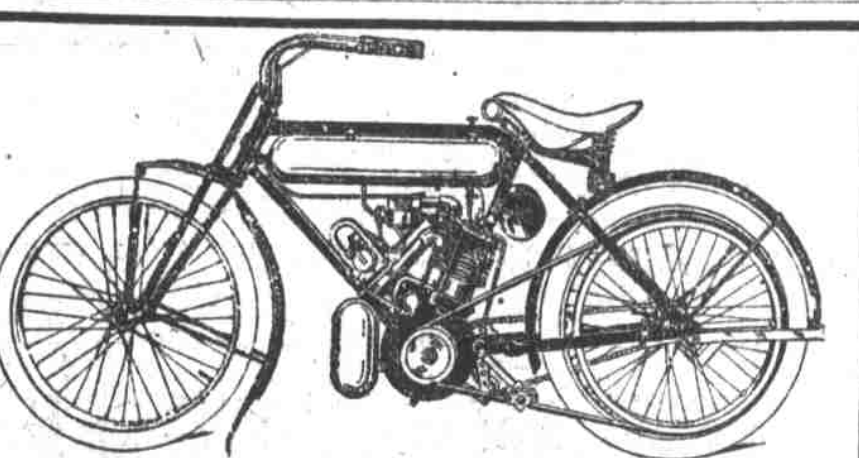
The Washington county fair will be unique and will attract widespread attention from the fact that it will be held in Weiser in a tented city consisting of six tents to be used as follows: One for the horticultural and farm products; one for the livestock; one for displaying the agricultural machinery; one for domestic section; one for the assembly hall. Each tent used will be attached in such a way so that one admission admits to the whole show. Great interest in the county fair is being manifested all over the county.

BROWNSVILLE MAN CANCELS ORDER FOR MARRIAGE LICENSE

(Special Dispatch to The Journal.)

Albany, Or., Jan. 22.—J. F. Hufford of Brownsville, who phoned to the county clerk to have a marriage license, appeared in circuit court here today, asking to be excused. After a brief questioning by the district attorney, he was excused. Miss Mamie Talbert, also of Brownsville, was his intended wife.

The most common cause for rim cutting of tire shoes, except abuse by drivers, is rusty or bent rims. The best way to prevent rusting is to paint the inside with some oil paint, and that this precaution is important is evident when it is considered that a rusty rim is largely responsible for the rotting of the fabric.



Beats the Car Service

If you are dissatisfied with service on your car line, if you are anxious to save time and money, if you are up against the problem of quick and comfortable transportation from your home to the office, the motorcycle is the most practical and economical solution. Get a little red blood in your veins, soak up your proportion of the life-giving oxygen instead of hanging onto a strap in an illy ventilated car. Go and come when you please, as fast as you please, and realize for once just what you've been missing. The 1910 M. M. Motorcycles are now ready for delivery. Four H. P. Bosch magneto, mechanical valves, roller bearings, mechanical oiler, larger gasoline tank, with emergency compartment. Automatic supporting stand, choice of flat or V belt drive. Adjustable speed pulley. Free engine if you desire, and a hundred other features. Positively the most handsome machine on the market. Fully guaranteed. Side cars which convert your machine into an auto and you can then take your family. Other model motorcycles if you want them. Price only \$225. Positively the leader of the motorcycle world. Call on or address me for a demonstration, have a ride on one of these beauties and experience the sensation of free living. I want a few out-of-town agents. Will you be one?

RALPH R. RUFFNER TEMPORARY ADDRESS
124 THIRD STREET

FARMERS STUDY NEW METHODS

Agricultural and Horticultural Experts Tour Idaho and Utah.

(Special Dispatch to The Journal.)

Boise, Idaho, Jan. 22.—A farming demonstration train is being operated in Utah and Idaho by the Oregon Short Line railroad, the work having begun in Pocatello today. The train will cover the principal farming sections of Idaho, requiring 10 days to cover the tour. The principal subjects to be discussed will be potato culture and orchard heating. A trip will be made over the St. Anthony branch of the Oregon Short Line and returning to Idaho Falls, Blackfoot, Shelley, American Falls, Rupert and Heyburn, arriving in Burley Monday night.

At all of these places addresses will be made. The program will be for the lecturer on orchard heating and the lecturer on potato culture to begin addresses simultaneously in two different cars fitted up as lecture rooms. Then when addresses are finished, the lecturers will exchange cars and repeat the addresses. In this way two lectures will be given in the time usually devoted to one.

Specialists Will Speak.

The lecturing staff includes E. H. Grubb, the well known authority on agriculture and horticulture; H. L. Edgerton, the famous seedsman of Carbon-dale; A. A. Stauffacher, the expert on growing and marketing potatoes; Joseph Swines, expert on orchard heating; James L. Hamilton, of Grand Junction, originator of orchard heating; Professor L. A. Merrill of the Utah Agricultural college; Professor Ball, director of the Utah experiment station, and J. Edward Taylor, state horticultural commissioner of the same state.

Eight years ago the English city of Birmingham bought out the local electrical supply company. Since then the consumption of electricity has increased more than eight times.

Journal want ads bring results.

THERE IS

a great deal of dissension and discussion as to the BEST CARS, but all are unanimous in agreeing that the very best Auto Gloves and Gauntlets are

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TACOMA MAY BUILD STREETCAR SYSTEM

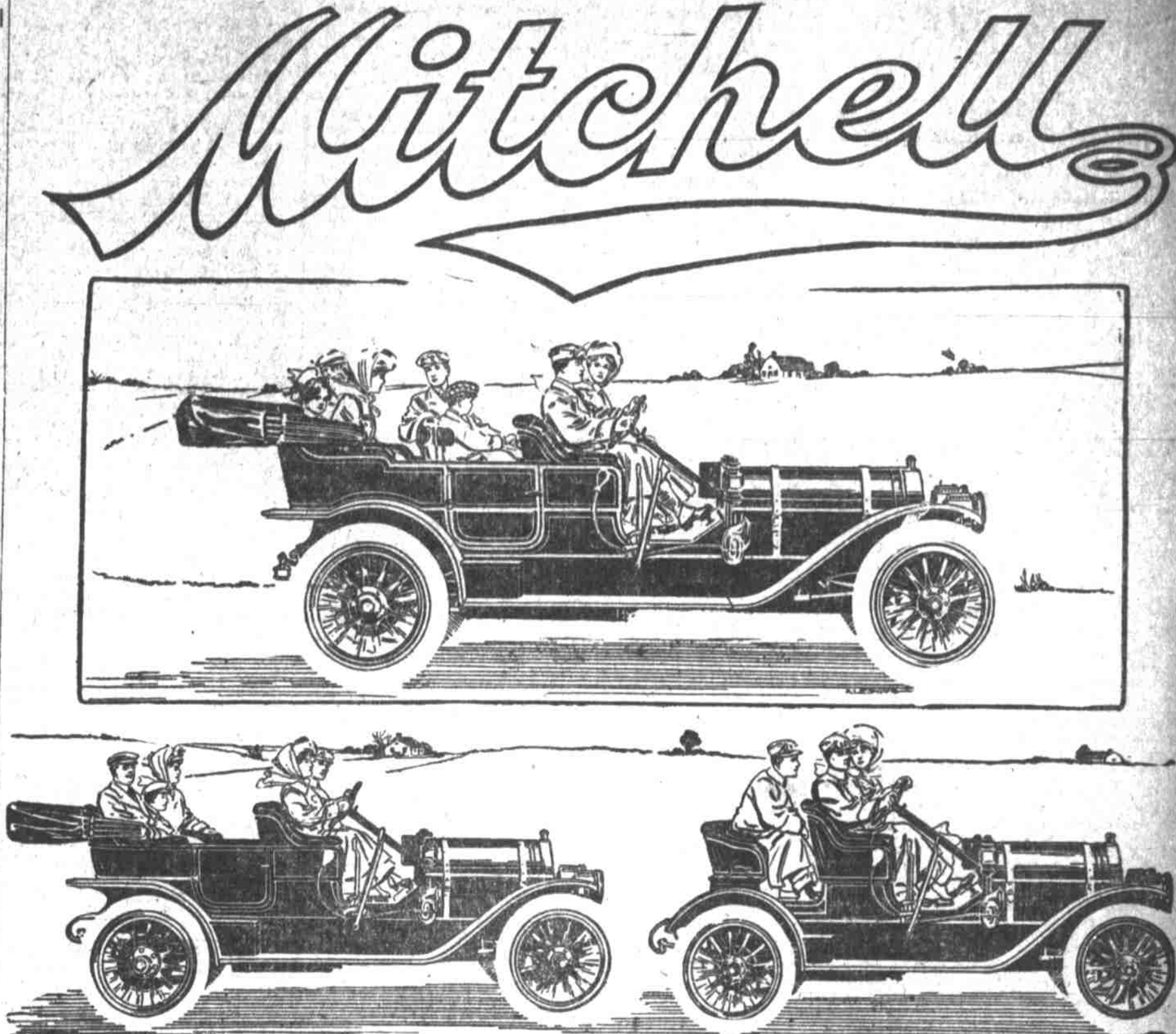
Tacoma, Wash., Jan. 22.—A \$1,000,000 bond issue for the construction of a streetcar system will also be passed upon.

The municipal street railway project was given the approval of the city council when the committee of the whole

approved Councilman Giblett's ordinance putting the matter up to the voters. The ordinance probably will be passed at the next meeting.

The ordinance provides that the city of Tacoma shall begin its street car system by lines running to Point Defiance on the north and to South Tacoma and Blumark on the south, with a line

on Fifteenth street from east to west. The proposed lines will parallel the route of the franchise, still unutilized, which were granted to the Pacific Transportation company, since absorbed by the Stone & Webster interests. They are conceded by street car experts to be prospective good pavers and straight routes.



Silent As the Foot of Time

WE beg to submit that so slowly has the automobile education of the people progressed that many still refer to any car under \$3000 as a "cheap car." They do so thoughtlessly and unknowingly. They have been in the habit of paying excess prices so long that it is inconceivable to them that a good car can be built for less. Yet a moment's thought will convince them of their error.

No car—no matter what its price—can be called cheap if the best materials in the world are used in its making—likewise the highest form of construction—the most artistic designs—the most finished finish. Because you ask—and can get—from \$4000 to \$5000 for a motor car, that is not proof that it is superior. Price proves nothing, but constant use, constant efficiency and constant satisfaction prove everything.

Any automobile at \$3,000 and over is high priced. Any pleasure vehicle for land use outside of a Pullman palace car is high priced at \$3000, and the higher the prices go the more expensive the luxury. As a matter of fact, prices on automobiles have been held up by the public itself simply because the public has bought right and left on the basis of appearance and say-so and without any regard to analysis of actual worth.

About \$20,000,000 of Mitchells are at present in operation. There are thousands of satisfied Mitchell owners. Yet the Mitchell Motor Car company has never asked over \$2000 for its highest priced car, and the car at that particular price happens to be a magnificent, classy six cylinder, seven passenger automobile, and second to no car at any price.

Yet the materials used in the manufacture of the Mitchell are the very finest the world produces—the very same qualities that are used in the best of the \$4000, the \$5000 and even higher priced cars. Still, because we have not followed the lead of others and held our cars at more money than they are worth, our competitors are pleased to refer to the Mitchell as "a good cheap car." If that is the basis of figuring then the whole calculation of value must be revolutionized. Why, the Mitchell could be readily sold at twice its regular list prices, but what satisfaction would there be in that to the Mitchell Motor Car Company? We know in our hearts that before 1910 is well along in history people will be offering premiums to secure a Mitchell, yet regardless of how great the premium may be, it will accomplish no more than the regular price, for we cannot possibly make more than 6000 cars all told, and they were all sold to agents three months ago.

It is the constant use and the constant satisfaction that have proved the Mitchell, and because we have seen fit to improve upon our own handcraft without adding a penny to the prices, some of our esteemed competitors see therein evidence that our last season's cars were not what they should have been. Fudge! The man who doesn't improve stands still and goes backwards. We have gone steadily ahead and the year 1910 shows such development that we could sell by wire in 48 hours five thousand more cars than we can make.

The 1910 Mitchell is a low Cost, High-class car. The lowering of the body nearer the ground gives the smart rakish appearance which smart tastes demand—the new lines of body design answer the public wish for style—the new tone of finish answers the cry for polish and refinement—the change in the radiator and hood design fills the desire for neatness and the silencing of the motor answers the cry for silence.

There is no car in the world That is classier or smarter than the Mitchell. It contains every element of greatness that money can buy. The richest man on earth will be proud to own one and the low cost of this high-class car is proof simply that this concern is building THE CAR YOU OUGHT TO HAVE AT THE PRICE YOU OUGHT TO PAY.

THREE GOOD FORM MODELS

Mitchell Six—50 horsepower, 130-inch wheel base, seven passengers, touring or close-coupled body. . . . \$2000

Mitchell "T"—35 horsepower, five passengers, 112-inch wheel base, close-coupled or touring body. . . . \$1350

Mitchell "R"—Roadster, 30-35 horsepower, three passengers, 100-inch wheel base, body options, rumble seat, surrey seat, rumabout deck \$1100

The Mitchell Line will be exhibited at the Portland Auto Show, January 24-29

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