

BARNEY OLDFIELD TO RACE HIS "GREEN DRAGON" ON A STAGE

Engaged at \$1,000 a Week to Play a Leading Part in
"The Vanderbilt Cup."

BY DUNCAN CURRY.

Barney Oldfield, the automobile champion, who had arranged to go into vaudeville as a go with his famous "Green Dragon" racer, has changed his plans, and has just closed contract with Liebler & Co. for the use of his racing car and stage inventions in the production in which Miss Elsie Janis is to star, opening at the Broadway Theatre on January 1, which is the beginning of Automobile Show week.

Oldfield, it is said, will get \$1,000 a week for his part, which will come in at the climax of the play, when Barney defeats Tom Cooper in a real race on specially built rollers with biograph scenes for a background. W. H. Perkins, Oldfield's manager, has been perfecting the apparatus for some time, and it was given its first trial yesterday. Alcohol instead of gasoline is used in the motor cars.



Loaded Affection.

[From the St. Louis Post-Dispatch.]

"A practical joke," said Barney Oldfield, the automobilist, "was played on me last season. I had my revenge, though.

"The practical joke took the form of a telegram from a friend of mine traveling in Italy. It came collect. It cost me \$7, and when I opened it all I read was:

"I am well."

"To get back at my friend I went out and found a cobblestone of about eleven pounds weight. I wrapped this stone in excelsior and pink paper, sealed it up in a handsome box, and sent it by express, collect, to my friend abroad.

"It cost him \$8 for the box, and on opening it he found, along with the stone, a note from me that said:

"On receipt of the news that you were in good health the accompanying load rolled off my heart."

Champion Mo
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BY

To-day will witness the mysterious black bottle, "dope" that all the riders in the last days of a six-day race. Choppy Warburton, the trainer, who first introduced the "black bottle" to the riders, Warburton was responsible for Jimmy Michael and famous Albert Champion's "favorite prescription" which was powerful enough to be administered, but after effects. His secret from him, otherwise so later years would be a part of artificial stimulation.

As "dope" is administered during the six-day race, it is harmful in the greatest degree. Not one rider in ten can go with safety.

Prefers Man Witho

I would rather pick a man who had a drop of the poison than send him against another rider. "Dope" for a six-day race costs me my money on a fellow who is stimulated at regular intervals, who depended on nature. The "doped" rider before the fact that for years he had been covered. The fact that for years he used the stuff with a few bad effects too late. I am able to be less "dope" us

Special A

Week of January

Elsie Janis opening "The Vanderbilt Cup,"

with his famous biograph pictures:

Maude Adams

Ethel Barrymore

Robert Lorrain

Fritzi Scheff

Olga Nethersole

Jas. K. Hackett

William Faver

"The Lion and the Lamb"

Joe Weber and

"Twiddle-Twiddle"

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Champion Motor Driver, However, Prefers the Chances of Men Who Avoid Stimulants.

BY BARNEY OLDFIELD

(The World's Champion Automobile Driver.)

To-day will witness the uncorking of the mysterious black bottles which contain the "dope" that all the riders use during the last days of a six-day contest. It was Choppy Warburton, the celebrated English trainer, who first introduced the contents of the "black bottle" to the cycle racing stars. Warburton was responsible for the wonderful Jimmy Michael and the almost equally famous Albert Champion. But Warburton's "favorite prescription" proved to be a stimulant that was powerful for an hour after being administered, but without the usual after effects. His secret was never wrested from him, otherwise some of the riders of later years would be much wiser as to the art of artificial stimulating.

As "dope" is administered around the Garden during the six-day races, it proves harmful in the greatest degree. There is not one trainer in ten that knows the limit he can go with safety in "doping" his man.

Prefers Man Without Dope.

I would rather pick a man who had never had a drop of the poison in his system and send him against another rider who uses "dope" for a six-day contest, than to have my money on a fellow who was artificially stimulated at regular intervals. The man who depended on nature alone would kill off the "doped" rider before half the distance had been covered. The trouble lies in the fact that for years the six-day men have used the stuff with a free hand, and see its bad effects too late. But there will probably be less "dope" used in this race than

heretofore, because the men seem to be taking it easier than in past contests.

The riders who entered previous contests of this character with the determination to wear down their competitors with terrific riding seem to have learned that they usually killed themselves off before the finish came and were not in the finishing sprint with the speed that they would have had by cautious riding during the week. The number of really good sprinters in the race this year will probably cause the grind to be less exciting and more of the procession order until the final sprint Saturday night.

Dorflinger a Dangerous Man.

Still, there is always that element of uncertainty to be figured on, and with a man like Dorflinger, who, Walthour says, is the third fastest sprinter in the world, there is a chance for a surprise. Dorflinger's great sprint yesterday morning, which almost gained for him the coveted lap, proved the feature of the race so far.

Little MacDonald's great riding yesterday afternoon stamped him a wonder, and I hope he finishes well in the money. A team that will bear watching at the finish, if they hold out and are in good shape Saturday, is Hopper and Hollister. Hopper is as fast a sprinter as any of them out in Salt Lake City, where nearly all the records are held and they race every week on an indoor track. Moran and MacLean are feeling good, and, their friends say, have plans that are calculated to land the money. The facetious fellow who invariably sits in the box next to mine remarked last night that Moran and MacLean had so many new cards up their sleeves it was almost necessary for them to wear a Japanese magician's costume.

Special Attractions in New York

Week of January 14th—the Grand Opera Season at Its Height

Elsie Janis opens in her great automobile play, "The Vanderbilt Cup," in which Barney Oldfield appears with his famous Green Dragon in a realistic race, with biograph pictures.

Maude Adams in "Peter Pan."

Ethel Barrymore in "Alice Sit-by-the-Fire."

Robert Lorraine in "Man and Superman."

Fritzi Scheff in "Mlle. Modiste."

Olge Nethersole in a revival of "Sapho."

Jas. K. Hackett in "The Walls of Jericho."

William Faversham in "The Squaw Man."

"The Lion and the Mouse."

Joe Weber and Marie Dressler in

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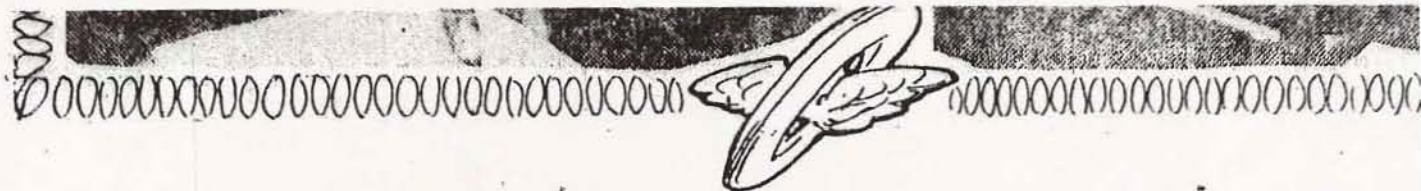
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The riders who entered previous contests of this character with the determination to wear down their competitors with terrific riding seem to have learned that they usually killed themselves off before the finish came and were not in the finishing sprint with the speed that they would have had by cautious riding during the week. The number of really good sprinters in the race this year will probably cause the grind to be less exciting and more of the procession order until the final sprint Saturday night.

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anted to do two miles to the minute, Foxhall Keene will be an entry from England. The promoters of the races estimate that there will be 80 cars entered, all of 80-horse power or over, while in the cars of lesser horsepower there will be almost as many more.

Will Give a Smoker.

The Maumee River Yacht club will give a smoker this evening of next week in Engineers' hall, corner Segur avenue and Broadway. Commodore Greening of the Monroe Yacht club will speak on the habits of the muskrat. The commodore chooses this subject for the reason that the Monroe club will give a muskrat supper on Dec. 28. At that time it is expected that there will be great "doings" at the Monroe club. Visitors will be present from Chicago, coming to this city and taking the electric cars from Toledo to Monroe.

BARNEY WILL TRY TO SMASH MORE RECORDS

An attempt will be made Monday by Barney Oldfield, the famous automobile racer, to break all records between New York and Philadelphia. In a way it will be a triple event.

He will try to clip off an hour of the present automobile record; he will try to equal the two-hour railroad time and will, at the same time, give an endurance exhibition with his machine, the Green Dragon. In his much-talked-of car, Oldfield has broken more records than any one else in the world.

Governor Murphy, of New Jersey, has been appealed to for a special permit to race across that state. This was necessary both on account of the law and because the New York Automobile club officers protested against the race. The route will be through Staten Island, around Perth Amboy, New Brunswick and Trenton. He will enter the Quaker City at North Philadelphia.

BARNEY NOW ON STAGE

Oldfield Makes Initial Appearance in New Automobile Play.

Hartford, Ct., Jan. 6.—Barney Oldfield made his first appearance in his new automobile play, The Vanderbilt Cup, at Parson's theatre last night before a packed house. The great scene of the play, which is a high-class musical comedy, shows Barney on his green dragon racing at full speed against Tom Cooper, driving another Peerless racing car. The effect is produced by using a treadmill device and moving scenery. This climax of the play is very thrilling, the noise and from the exhausts proving exceptionally realistic. The company numbers six and the entire piece is lavishly staged. It opens at the Broadway theatre next Monday. Elsie Janis

field and Cooper are to appear in automobile race scene in "The Vanderbilt Cup." Britt came up with them; wanted a demonstration of Oldfield's touring car. He is negotiating Oldfield to buy one and he said wanted the best, biggest and fastest that the Peerless people turned out. He was also anxious to see Corbett in lay and he did not know that the any will show in New York next. Britt has an interest in the mopictures which show how Battling won wrested the championship from him and he has accepted a box at the Ford Opera House for this afternoon when Oldfield and Cooper will be with him. After the performance he will return to New York.

His last appearance of Oldfield here was at the meet at Charter Oak Park in the Hartford Automobile Club in 1911. At that time Chevrolet in a Fiat was too fast for him. Since then Oldfield has had a new car made and he says it is faster than the old one. He has a good deal of affection for the Green Dragon and he probably expects that to a faster car. Oldfield

Oldfield's "Thou."

With the assistance of a mechanic at the factory of the Peerless company I have worked out a scheme to stage automobiles upon the stage. The machines are placed upon rollers and the effect of the race is made with mopictures. We cross the stage in machines and a revolving stage is used. I had decided to go into levelling with the machine and was when at Poli's in this city on the 15th. From here we were to go to Hamstein's Victoria Theater. Then Adler & Co. got up "The Vanderbilt" musical comedy and they were going to have some kind of an arrangement whereby an automobile was to come down from the sky, or something of that. My scheme fitted in well with the play and I accepted an engagement. I gave up my vaudeville contracts. I am to get \$1,000 a week."

On receipt of the news that you were in health the accompanying load rolled off my heart.

TO ABANDON TRACK RACING

For Road Is Idea of Auto Speed Kings.

New York, Feb. 19.—Now that the southern auto meets are at an end, American drivers of racing cars are beginning to lay plans for the coming season. At the recent show in Chicago Barney Oldfield, Webb Jay, Orlando Weber and Edward C. Bald, of bike fame, were heard talking over their possible movements.

Oldfield is anxious to try his skill in road races. Heretofore he has done practically nothing but track work, but the accident to himself as well as Kiser and Jay have caused him to abandon this idea. He is planning to have a try at the Vanderbilt races. It being expected that he will have four new cars this summer. Track racing is not dead, according to Oldfield, but has reached a state of coma because of the lack of stirring competition, which does not go well with the general public.

Earl Kiser wants none of the old style racing, favoring the pursuit plan, two cars starting on opposite sides of the track.

Jay is anxious to get into running shape again despite the accident at Buffalo. He is said to be figuring on some road work and it is expected that he will try for some road records. A challenge to some of his rivals for a dash across the continent is being talked of, although the plans are at present vague.

Eddie Bald has heretofore been doing work for those who were not fond of the racing game, but he says his people have expressed their intention of departing from their regular custom and will build a racing car for him. He is expected to go to Los Angeles and try for the Los Angeles-San Francisco record, after which he hopes to try for the Chicago-New York figures.

BARNEY READY FOR LONDON INVASION

OLDFIELD

Premier American Chauffeur Preparing to Stagger Dandies of 'Lunnon Town.'

"If I ever learn how, I'll be the happiest man on two continents," said Barney Oldfield, as he carefully turned up the bottoms of his newly creased trousers.

"No, that's not right. Don't get impatient. I'll have it in a minute." Barney still fumbled away at the bottoms of his trousers. The veins on his forehead began to swell, his face was a dark crimson and his back humped like a camel's.

"There's no use trying," he said regretfully, straightening up. "I'll have to wait until Hughey Ford comes."

Hughey Ford is not a professional tailor nor does he teach men how to get the correct roll on their trousers bottoms. He is one of New York's most famous stage directors and has charge of the pro-

duction in which Barney stars in New York. He is in Cleveland looking after the staging of Clyde Fitch's new play.

Just at present he is teaching Barney how to roll up his trousers a la "Lunnon" style. Barney is going to London and wants to be in the swim when he lands in the world's metropolis. Ford has been on the continent dozens of times and he is putting Barney wise to a few things.

When Barney goes to London to put on his automobile act he expects to be well enough versed in the ways of the English to feel perfectly at home. He will also visit France and Germany, and as his friend Ford has spent many summers in the two countries, he also is gleaning something of the habits and customs of the natives of those two countries.

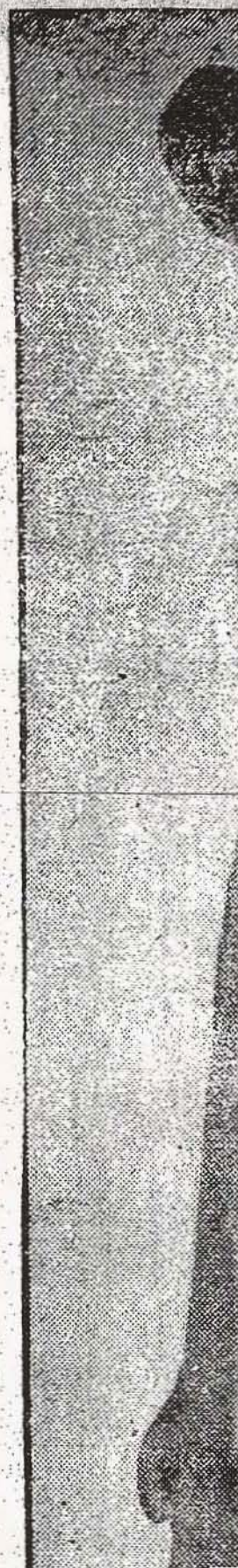
COAT \$1000; DOG \$1000.

And These Are Only Two of the Surprises Barney Oldfield Brings to Cleveland This Trip.

B. Oldfield, king of "choofers," is again in our midst. He is the same old Barney—only a little more so. The simple life apparently agrees perfectly with Barney, for since he has been driving the Green Dragon

and scraggy, legs a bit long and he has a slight limp, but these do not matter. Hypo, that's his name, is a genuine red-haired Irish terrier and comes from the same county that Barney's ancestors settled many centuries ago. The price mark sewed up in one of Barney's vest pockets says \$1000—that's all.

Barney does not profess to be much of an actor, but in one way he has the hulk on Richard Mans-



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Barney does not profess to be much of an actor, but in one way he has the bulge on Richard Mansfield, De Wolf Hopper and E. H. Sothern. Barney is the highest priced thespian in the world if salaries are paid in proportion to the number of words an actor speaks.

Barney acts every day while in New York and speaks only once a week. He clambers into the Green Dragon, defeats Tom Cooper in an exciting auto race, acknowledges the plaudits of the crowd with a broad smile and then makes his exit. His speaking part comes in at the end of the week when he re-



at the Broadway theater in New York he has added weight until he resembles a representative of the beef trust.

Barney is not down and out—far from it. That thump received at Detroit last year has not taken his nerve, and he is still the track champion. Barney has held the title three years and says he will nurse it carefully for several more.

The king of choofers did not return without a few surprises. Everybody knows about his \$10,000 worth of diamonds. But he has a few new possessions of which he is justly proud now.

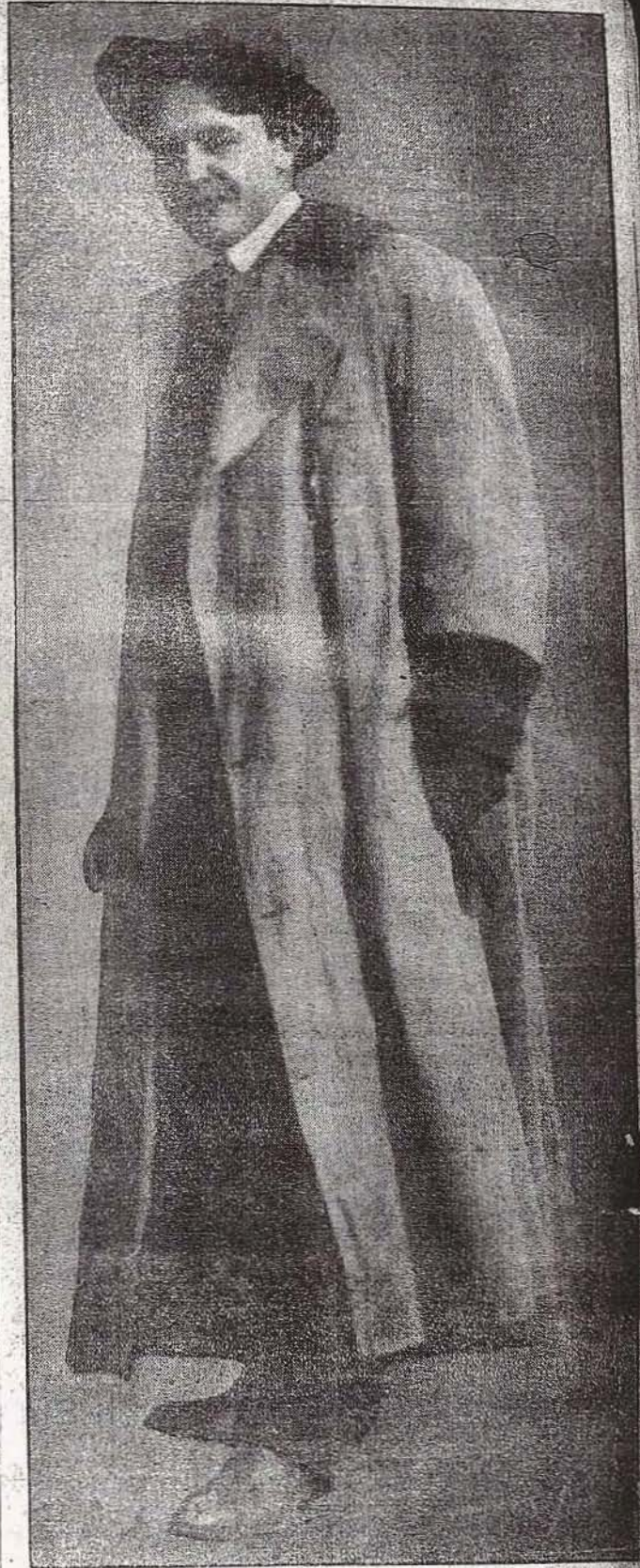
First there comes his new seal-skin overcoat—price \$1000. Barney got the coat Saturday and when he returns to New York he will shine on the Rialto.

Then there is the dog. He's not a very handsome dog. Half's red



colves his check and says "thank you" to the manager of the Broadway theater.

OLDFIELD WATCHING HILLIARD



CHAMPION BARNEY OLDFIELD SIZING UP HIS OPPONENT, HILLIARD, WHILE THE LATTER WAS TAKING A WORKOUT AT READVILLE YESTERDAY IN HIS NAPIER MACHINE. BARNEY IS DUE TO MEET HILLIARD IN A MATCH RACE AT THAT TRACK LABOR DAY.

BOWDEN ENTERS RECORD-BREAKING CAR FOR READVILLE

Last, but not by any means least, H. L. Bowden's 90 horsepower Mercedes

anxious to score a victory in the contest for the Herald trophy, and if he is successful the sum will be his fortune.