

## MOTOR MOTIONS

The projected automobile racing meet for Salt Lake this fall gives every indication of a successful materialization. The officials of the Utah Jockey club are backing the move and from the correspondence they have had this week with prominent eastern manufacturers and drivers it will be possible to secure for the event a splendid coterie of record-breaking cars and drivers. The horse meet which opens today will put the Buena Vista track in splendid shape and it is believed that the track will prove to be one of the fastest in the country for the motor cars. It is the opinion of Manager Finn of the Jockey club and those associated with him that an automobile meet such as they propose to inaugurate will prove not only a big thing for the town from a financial standpoint, but will be of immense benefit to the automobile owners and dealers.

The 1910 cars have practically all been received, and an unprecedented record has been made in selling them.

The new motors are beauties, and the general impression among the buyers seems to be that they are getting more for their money in the 1910 model cars than ever before. While the roads the past two weeks have been anything but suitable for demonstrating, they are getting back into shape and tomorrow will see a score of cars up the canyons and south for the longer trips. The canyons are beautiful in their early fall foliage and it is not yet so cold that these trips mean discomfort.

In California autoists are preparing for a big motor car display that is to be held in connection with the Portola festival. Eighteen dealers representing twenay-one makes of cars have already applied for space, and from indications the show will be a success.

Another interesting event in the California au-

tomobile world will be the two days' racing in Santa Rosa on Saturday and Sunday, September 25th and 26th. There will be six exciting races each day, and the entries to date assure the hottest competition to land the valuable silver cup and trophies the Santa Rosa Automobile association, under whose auspices the automobile carnival is given, has hung up. The entries show the interest the dealers and drivers are taking in the racing in Santa Rosa over the fastest track in the state, particularly so now that the association has spent \$3,000 in banking the turns.

President Taft's special flyer and a Peerless motor car may be matched for a race from Los Angeles to Fresno after President Taft has been entertained in Los Angeles. H. O. Harrison, representative for Peerless cars in California, may drive the car. It is possible that Harrison may decide to enter his own roadster in the daring dash. He has had a six-cylinder Peerless tuned up to racing pitch for his own use, and this car will do close to eighty miles an hour.

Autoists who are anxious to see what a motor car can do in a race against the fastest and best railroad train made are anxious to arrange the match. The train would roll comfortably along a track, while Harrison would be obliged to send his car over rough roads at a speed that is dangerous. In spite of these apparent obstacles the autoists who are trying to promote the race are confident the Peerless will beat the train.

Lewis Strang is never behind the time and usually manages to keep at least a few paces ahead of others who are following his profession.

Strang has recently combined a monster Buick racing car with eight cylinders, set V-shape in the motor, and has been figuring on an appropriate name for the car. Going one better, the

earth-destroying titles which have been applied to certain racing cars, the daring youngster will call his space annihilator the Buick Earthquake. "That ought to shake 'em up some," said Strang on the Lowell road course a few days ago.

The Cincinnati Society of Physicians, embracing practically all the medical men in the city, are striving to have a special ordinance passed giving them the right to drive their cars at a high rate of speed when necessary. The ordinance will probably provide that all cars owned by physicians will be obliged to carry a Red Cross in a conspicuous place and under such conditions the cars would not be molested if they were being driven at high speed.

The agitation that has been revived here for a fine, wide highway from Salt Lake to Ogden is likely to receive the support of everybody in town who owns a car or expects to. The road to and from Ogden is traveled more frequently than any other highway leading out of Salt Lake and improvements in the road are badly needed.

A feature of automobile club work that could well be undertaken by the Salt Lake Automobile club is the work recently completed by the Denver Motor club, an information bureau for the benefit of both local and touring motorists which has been established. The conditions of the roads are recorded and printed guides are gladly supplied to anyone on request. The guide contains maps and gives distances to all points in Colorado as well as grades and quality of the roads. They also contain a list of all owners in the city of Denver and the laws and ordinances of all the principal towns and cities in the state. With this system anyone can tour about the state, even though they are not familiar with the roads. In addition to the information bureau the club has

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