

# Arizona Sentinel

ISSUED EVERY THURSDAY

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Editor and Proprietor

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## Constitution Has Been Repudiated

C. M. Rogers, of Dos Cabezas, Cochise county, nominated at the primary Tuesday by the Democrats as a candidate for the state senate from that county, has come out squarely against the advisory vote. He says that regardless of the endorsement that may be accorded any man at the election for United States senator at the coming election, he will vote against the person endorsed if he happens to be a Republican.

This question has been put squarely up to Roberts by the Douglas Dispatch in an open letter addressed to him and to all the other Democratic candidates for the legislature. Roberts says that regardless of the advisory vote he will cast his ballot for a Democrat.

Roberts was also a member of the constitutional convention. He was and is, an advanced progressive, and stood for every feature fattered by the Socialistic Democrats. Despite the fact that the advisory vote proposition was favored by the Democratic members, and is a part of the constitution of the new state, and has been accepted by everybody, Democrats and Republicans alike, Roberts announces his entire independence of the measure.

The Dispatch has also addressed letters to the Democratic senatorial candidates asking if they will accept the office at the hands of a Democratic legislature in the event of an adverse advisory vote. Ashurst's secretary has replied to the letter saying Ashurst is away from home. Mark Smith has not replied.

## Down the River In a Row Boat

(From Yuma Examiner)

Joe Carter, former proprietor of the general store at Andrade, came down the river yesterday in a row boat, arriving in Yuma about 12:30.

He was accompanied from Needles down the river by only two Indians and the trip was made without mishap, except that it was hard work getting the boat around Laguna dam.

Mr. Carter left here several months ago for an extended trip up through Washington, Oregon, Utah, etc., and arrived in Kingman about two weeks ago. From Kingman he went to Needles and left there in a row boat with the two Indians last Wednesday.

His many friends here were busy yesterday giving him the glad hand.

## Died Saturday

(From Tuesday's Examiner)

The infant child of Mr. and Mrs. James Sheridan, of Mohawk, Arizona, died Saturday morning at 9:00 o'clock at the residence of Mr. and Mrs. D. C. Rios, an aunt of Mr. Sheridan.

The infant was nine months of age and the funeral took place at 9:00 o'clock Sunday morning.

Mrs. G. W. Norton and C. L. Vega were called from Mohawk to attend the funeral.

The parents have the sympathy of all in their bereavement.

## League Meeting

There will be a meeting of the Good Government League at Crane school house in the valley next Saturday night, November 4.

It is hoped there will be a full attendance as important business is to be transacted.

## Aviator Fowler Makes Fine Flight

(From Tuesday's Examiner)

Leaving Yuma yesterday morning from a point near the new school house, Aviator Robt. G. Fowler made a wide circle and sped away in the direction of Tucson.

At exactly 2:48 he made a beautiful descent at Maricopa Junction.

He remained in Maricopa last night and this morning, and this afternoon the Examiner received the following telegram:

WESTERN UNION TELEGRAM

Tucson, Arizona, Oct. 30. Daily Examiner, Yuma Arizona.

Leaving Maricopa at 1:20 this afternoon, Robert G. Fowler arrived in Tucson at 3:10, covering the distance of 98 miles. He was cheered by a huge throng as he landed on the campus at the University of Arizona.

In landing, he smashed into the grand stand on the foot ball field, slightly damaging the machine. Fowler was not injured.

Tucson Citizen.

## Reception to Pastor

(From Tuesday's Examiner)

A reception was tendered Rev. C. G. Coulter and family on Saturday evening by the members and friends from the Yuma valley and Yuma Methodist churches.

Music and a social good time made the evening pass all too quickly.

There were many gifts left by the visiting friends and delicious refreshments were served, and after many kindly felicitations the party dispersed.

## Nix On Purse For Aviator Rodgers

Phoenix, Oct. 27.—If Aviator Rodgers wants to come to Phoenix to see the fair he will be welcome, but there will be no \$1,000 waiting for him on his arrival.

Yesterday the board of trade received the following from him from El Paso:

"Can Phoenix make up cash prize of \$1,000 for Aviator Rodgers to come by there and give exhibition flight on his way to California from New York?"

The following is the board's reply: "Trip from New York to California incomplete without visit to Phoenix. Glad to see Rodgers is coming here. He should not miss the pleasure of seeing Phoenix. Suggest he arrive here during the Arizona fair. Splendid exhibits. Fast auto, chariot, trotting, and saddle races and a bully good time. Regret the \$1,000 is not in sight."

## Daughter Born

(Tuesday's Daily Examiner)

Dr. H. Vance Clymer reports the birth Saturday of a new girl baby to Mr. and Mrs. Ed. Baker, of Potholes. Mother and daughter doing nicely.

The strongest position in a family argument is to keep a silent tongue.

Making money is making temptation in spending it.

Platonic love might work if only one of the couple got it.

Use improves some things, but never a bad temper.

Please, Mr. Weather Man, let the sun shine awhile. This don't seem like home.

Marriage is sometimes a failure because a wife is suspicious, and sometimes because she isn't.

MANUSCRIPT COVERS—The Examiner has just received a full new line of manuscript covers or backs for legal documents of all kinds. They come in green and blue and will be sold printed or unprinted. Cheap while they last.

# Racing Autos in Yuma Next Sunday Night

## THE ENTRIES:

Car—	No.	Driver—	Piston Displace.
Maxwell	1	Clarence Smith	229
Pope-Hartford	2	W. D. Tremaine	299.4
Franklin	3	Ralph Hamlin	301.5
Stoddard-Dayton	4	Rogeer Stearns	550
Cadillac	5	W. W. Bramlette	286
E-M-F	6	Bill LaCasse	226.2
Flanders	7	George Soules	154.8
Mercer	8	Harris Hanshue	286
Cole	9	Johnny Jenkins	286
Case	10	W. F. Brong	286
National	11	Harvey Herrick	448
Buick	12	Louis Nickrent	318
Fiat	13	Teddy Tetslaff	618
Midland	14	Frank Siefert	318
Lexington	15	Charles Bigelow	280.6
Buick	16	William Ferguson	318

(From the Daily Examiner)

Luck sticks to Bill Tremaine like a brother. The dare-devil Phoenix driver of the Pope-Hartford, who drew first starting place last year, and took third place in the race, will start second this year. He will be five minutes behind, the Maxwell, one of the lighter cars, which he should pass in half an hour and have a clear course to Yuma and then on to victory.

The drawing for places has taken place and the cars will start in the above order.

Bill Tremaine's stock jumped fifty per cent among the local betters when the news came that he would start second. The car which starts first has a big advantage, but under the circumstances second is about as good for Bill. The Maxwell is one of the slower lighter cars that are not expected to do anything in the race.

Tremaine will be able to pass it without any trouble, and knowing there is nothing ahead of him, and that he will not crash into any broken down machine, and with no one's dust in his eyes or nostrils, he will burn up the road and startle the natives, who know only the common or garden variety of racers, such as are found in California.

"I am going to win that race," said Bill, when he was in Yuma Friday night. "If I am anywhere near the head of the starters, it will be a lot easier. A man can drive faster when he knows the road is clear."

Bill is an Arizona driver, and certainly all Arizona wants to see an Arizona driver win the race.

The luck of the other two Arizona drivers was not so good. W. F. Brong and his Case car drew tenth place; and Billy Ferguson's Buick, from Bisbee, will start last. Both stand a good chance for their cars are among the best that have been entered.

Next Sunday afternoon and night between the hours of 4:00 p. m. and maybe 10:30 at night, the cars in the race will be coming into control at Yuma. Five hundred dollars will be paid the driver of the first car that reaches El Centro in the Imperial valley and reaches Phoenix in the allotted time.

One thousand dollars will be paid the car that is the first to reach the Grant Hotel in San Diego and finishes in Phoenix.

Five hundred dollars will be paid the driver of the car that reaches Yuma first and finishes in Phoenix.

The first car to reach Phoenix will be paid \$3,500 in cash.

George Purdy Bullard, the originator of the great Los Angeles to Phoenix race, has written Hon. Frank Baxter, of Yuma as follows:

Phoenix, Oct. 27, 1911

Frank Baxter, Esq.  
Yuma, Arizona.

My Dear Frank:

I shall arrive in Yuma at 8:00 o'clock on the night of November 4th, and remain there until midnight of November 5th for the purpose of seeing that the cars are properly checked in at Yuma.

Very truly yours,

G. P. BULLARD

Mr. Bullard will leave Yuma Sunday night on the "Howdy" Special from Los Angeles. This special from Los Angeles will leave there Sunday morning and will arrive in Yuma at 5:35, or in time to see most of the cars finish in this city.

They will leave here late Sunday night and will be in Phoenix when the

cars arrive there Monday.

Leon Shettler, of Los Angeles, who is handling the reservations on the "Howdy" special, reports to the Los Angeles papers that he has entirely sold out two complete Pullmans, including all of the drawing rooms, compartments and lower berths and is now talking of taking on the third car, which will surely be done if there is any particular demand for accommodation for from ten to fifteen more people than have already signified their intentions and paid their money.

The road race will be a hard test for any car. Harvey Herrick, who was down here last week, and who went back to Los Angeles, had the following to say to Chester Lawrence of the Los Angeles Examiner:

"We left here Sunday night and drove to San Diego. I had the car which we will use in the race and was giving it the first tryout on the road. Some of the road between here and San Diego is as bad as that in Mexico. There was good going for awhile, and after passing Capistrano the bad stuff began. Between ther and Oceanside the road is very badly cut up. This section was not so bad several months ago, but it has gone to pieces during the summer, and will cut down the time to San Diego. It is impossible to make any speed at this stage. From Oceanside to San Diego the road is good and it was certainly a pleasure to open up the car on this stretch. We slept several hours and after breakfast pulled out at 9:00 o'clock. From San Diego it is fifty-one miles to Campo. The road is more or less hilly for the greater part of the distance.

"There are three miles of mountain grade in one place and several other hills almost as long. We were in the mountains most of the time, the Cottonwood hill being low and second gear work almost all the way. There are lots of bad turns, and the drivers will have to use lots of care during the race.

"From Campo to the top of the Mountain Springs grade you are still in the mountains, but the hills are not dangerous and by handling your car carefully you can make good time.

"The view is wonderful from the top of the grade. In a second there flashes before you the Imperial valley, like nothing so much as an immense relief map. The descent is very rough and sharp. It is a bed of rocks all the way down, there being many places where if a car should go off, it would pitch several hundred feet into a rocky canyon. This brings you to Mountain Springs where you can stop for water. At the bottom of the grade you hit the Devil's Canyon. The first part of the canyon is rocky and at the bottom of the canyon you encounter heavy sand and have this sand across the flat to Coyote Wells. This sand is mostly second gear work. From the Wells we went on to the mesa. This is a rough, but hard road bed. The National rode easy over this rough road, and I was able to hold it steady at 45.

"We then dropped into the Imperial valley. These roads are very dusty, but good as a rule. There are irrigating ditches on both sides of the road, and if one of these should happen to break at the time of the race, there would certainly be some trouble in getting around it.

Here in Yuma the different committees and checkers have the work of checking the cars into Yuma and getting them out well in hand, and they

are taking every precaution that there will be no mishap in Yuma, or any slip up of any kind.

The cars will be checked as they arrive on the California side of the river, and they will then take their own time in crossing the river, and arriving on this side they will be parked along in front of the postoffice block in a roped in enclosure.

A string of lights will be put out over the cars and it is the committee's intention to have the whole well lighted and specially policed.

The city will be asked to furnish about four special policemen for this work and the sheriff's office about two more. These officers will be specially selected, so that there cannot be the slightest chance of anybody tampering with the cars over night, and so each driver can leave his machine in perfect security and go away and get a good night's rest and enjoy himself in any way he sees fit.

Paul Moretti will be the Yuma checker, assisted by a man appointed by the Maricopa County Automobile Association.

P. O. Spittler and A. B. Meng will do the checking at Middle Wells, and O. C. Johnson and G. E. Hitchcock, at Dome if the river should happen to be up.

The members of the Yuma County Automobile Association headed by Dr. J. A. Ketcherside, president, will act as a reception committee to the drivers as well as to the "Howdy" special from Los Angeles.

The cars will leave the Hollenbeck Hotel at 12 o'clock next Saturday night, and every five minutes thereafter.

The first car should reach Yuma about 4:30 or 5:00 p. m. Sunday afternoon.

## Bold, Cruel Crime

(From Tuesday's Examiner)

There was a dark, deep and awful crime perpetrated in Yuma Saturday night. And the queer thing of it is that Sheriff Livingston, Marshal Levy and all the Yuma officers missed making any arrests.

The details of the plot have been planning for days—nay, perhaps weeks.

The utmost secrecy wrapped every move of the arch conspirators, and all connected with it were sworn to darkest secrecy, it is said.

Lend us your ear. 'Tis an awful tale and rent, rended and twisted the strongest supports of the Democratic party in Yuma.

Somebody stole the Democratic Central Committee from Boss Dunk DeVane.

Whereupon the aforesaid alleged—alas, now 'tis alleged—boss of the Democratic party packed his grip and bled himself to the northern fastnesses of Yuma county, some say at Wendes, where he will hatch dark, deep plots as to what he will do to the alleged traitors to his title of boss when he gets back.

The publication of the following in the Sun Sunday morning did not appeal to many as being unduly exciting. The Sun said:

"As provided in the primary law the committee elected the following members for the state central committee: George Michelsen, W. F. Timmons, P. J. Miller, all of Yuma; Dennis A. Burke, of Bouse; G. C. Dunn, of Parker."

And then the trouble began. The Yuma members of the above committee like Boss Dunk DeVane just about like P. J. Miller loves the Good Government League—which same is not that of a long lost brother.

And it is even stated that this committee was chosen in direct opposition to the orders of Boss DeVane, and after he had made up a slate of his own.

False world! The bosses' slate was chucked out of the window and the insurgents made a committee of their own.

Now the alleged boss and his friends are hunting for the "nigger in the wood pile," or "Who Was False to Kelly," and—well, watch the fur fly. The battle has just commenced.

But it certainly is pie for the Republicans.