

Harvey Herrick in National Wins the Big Auto Race

Car—	No.	Driver	Lv. Los. A.	Lv. El Centro	Arrive Yuma	Starting Time Leaving Yuma	Actual Time Leaving Yuma	Arrive Dome	Ar. Callente	Ar. Phoenix Phoenix Time
Maxwell	1	Clarence Smith	10:45	11:46	4:47	5:35	5:52	6:51	12:42	Not reported
Pope-Hartford	2	W. D. Tremaine	10:50	9:22 night	3:30 this morn.	6:00	6:03	6:53	11:00	3:30
Franklin	3	Ralph Hamlin	10:55	9:04	1:24	5:15	5:21	6:15	10:06	3:36
Stoddard-Dayton	4	Roger Stearns	11:00	8:23	11:59	5:05	7:00	7:51	11:45	Not reported
Cadillac	5	W. W. Bramlette	11:05	11:40 night	6:27 this morn	6:05	6:05	6:56	11:52	3:40
E. M. F.	6	Bill LaCasse	11:10	12:47	6:17	5:45	6:01	6:57	Out of Race	Out of Race
Flanders	7	George Soules	11:15	11:03	3:58	5:30	5:38	Out of Race	Out of Race	Out of Race
Mercer	8	Harris Hanshue	11:20	8:55	12:56	5:10	5:17	6:02½	Not Reported	Not reported
Cole	9	Johnny Jenkins	11:25	2:09	9:17 night	5:50	5:57	Out of Race	Out of Race	Out of Race
Case	10	W. F. Brong	11:30	Out of Race	Out of Race	Out of Race	Out of Race	Out of Race	Out of Race	Out of Race
National	11	Harvey Herrick	11:35	8:19	11:49	5:00	5:03	6:02½	10:10	2:52½
Buick	12	Louis Nickrent	11:40	9:00	1:53	5:20	5:29	Not Reported	12:42	Not reported
Fiat	13	Teddy Tetsiaff	11:45	Out of Race	Out of Race	Out of Race	Out of Race	Out of Race	Out of Race	Not reported
Midland	14	Frank Siefert	11:50	10:15	2:49	5:25	5:39	6:35	11:22	Not reported
Lexington	15	Charles Bigelow	11:55	7:45 night	2:45 this morn	5:55	6:07	Not Reported	12:30	Not reported
Buick	16	William Ferguson	12:00	12:25	5:35	5:40	5:45	7:17	11:12	Not reported

Los Angeles, Saturday night—With a roar that could be heard for many blocks, sixteen giant racing automobiles lined up in front of the Hollenbeck hotel, Second and Spring streets, at 10:45 to-night ready to start on the annual road race to Phoenix.

The crowd that gathered on the streets was immense and there was some difficulty in getting space for the cars through.

The Maxwell, driven by Clarence Smith, was the first to get the word and was away in a flash. Then followed the others in rapid succession five minutes apart.

Santa Ana, Saturday night—The cars passed through Santa Ana in the following order:

No. 1—Maxwell—11:55; time of leaving 10:45; elapsed time, 1 hr., 1 minute.

No. 4—Stoddard-Dayton, 11:56 1/2; time of leaving 11:00; elapsed time, 56 1/2 minutes.

No. 3—Franklin, 11:59 1/2; time of leaving, 10:55; elapsed time, 1 hr. 4 1/2 minutes.

No. 6—E. M. F., 12:15 1/2; time of leaving 11:00; elapsed time, 1 hour 5 1/2 minutes.

No. 8—Mercer, 12:19 3/4; time of leaving 11:20; elapsed time 59 3/4 min.

No. 9—Cole, 12:20 1/4; time of leaving 11:25; elapsed time 54 1/4 min.

No. 11—National; 12:22 1/2; time of leaving 11:35; elapsed time 47 1/2 minutes.

Flanders— 12:29 1/4; time of leaving 11:15; elapsed time; 1 hour, 14 1/4 minutes.

No. 13—Fiat, 12:32; time of leaving 11:45; elapsed time, 1 hr. 11 1/4 minutes.

No. 10—Case, 12:42 1/2; time of leaving, 11:30; elapsed time 1 hour, 12 3/4 minutes.

No. 12—Buick; 12:43; time of leaving 11:10; elapsed time 1 hr. 3 min.

No. 14—Midland, 12:50 1/2; time of leaving 11:50; elapsed time, 1 hour, 1 1/2 min.

No. 5—Cadillac, 1:08; time of leaving 11:05; elapsed time, 2 hrs. 3 minutes. (Engine trouble.)

And from the above engine trouble with the Cadillac clear on through to Yuma it was trouble, trouble, trouble for some of the cars.

Coming into Whittier, Bill Tremaine ran the big Pope-Hartford into the curb stone smashing both front wheels and taking off the front axle.

The Cadillac turned over out of San-



HARVEY HERRICK, Winner
Watch Him Grin

ta Ana and was out of the race for several hours.

The Maxwell turned over between Santa Ana and San Diego, but no one was hurt; later the car again turned over on the other side of El Centro and Driver Smith and his mechanic were both injured, the mechanic so severely that he could not come on and Smith was badly bruised up. He secured a pick up mechanic however, and came on through making a game finish in Yuma at 4:47 yesterday afternoon.

The Lexington went wrong at Whittier and was out several hours, not getting into Yuma until this morning.

The Case car went out of the race before reaching San Diego.

Both the Buick cars had bad luck and the Stoddard-Dayton played in the worst luck of all limping into the Yuma control on the California side of the river, second, but with her gear stripped, her front axle bent and engine trouble.

But to go back and give the Yuma end of the story.

NATIONAL FIRST

It was just 10:30 when the Yuma official timers, Paul Moretti and Sam Dunlop, of Phoenix, climbed into Dr. Ketcherside's auto and started for the

ferry and across to stretch the rope across the road leading down to the ferry and establish the Yuma control.

Arriving on the other side the party found George Purdy Bullard, the father of the race; Mr. Bunton, of the Arizona Telephone & Telegraph company; the newspaper men and many interested spectators.

Mgr. Bunton, of the telephone company, soon had an emergency wire rigged up and called Andrade, the National having been reported out of El Centro at 8:19.

When the first call was made, nothing could be seen of the cars at Andrade.

A few minutes later however, came the welcome news that the National had passed Andrade at 11:15 and was coming like the wind.

A few minutes more and the crowd on the S. P. bridge set up a yell—the National was coming.

Herrick raced the National up to the Fort Yuma store just outside of the Yuma control and knowing he had plenty of time, changed two tires, filled his radiator, gasoline tanks, oil tanks, etc., all ready to go out this morning, and just at 11:49 he raced his car up to the rope and grinned the Herrick grin as the crowd yelled "Oh, you Herrick!"

Having shook hands with Mr. Bullard and other friends, including Timers Moretti and Dunlop, Herrick found time for a minute or two with the Examiner man, and the reporter asked:

"What shape is your car in?"
"Fine as a fiddle," responded Herrick. "Don't worry about the National. Worry about some of the cars behind me."

Just ten minutes exactly after the National, the Stoddard-Dayton limped across the tape, and as Stearns clambered out of the machine, he shook hands with Mr. Bullard and the timers and Harvey Herrick and gamely remarked that he was about all in.

However, he stated that he was going to wire for new gear and supplies and if he could get them here on the 10:00 o'clock train last night he would start this morning.

After the Stoddard-Dayton and the National had been ferried across the river, and the National had pulled the Stoddard Dayton up the hill on this side of the ferry landing, there was a lull in the arrival of cars until 12:55 when the Mercer crossed the tape in good condition. The Franklin was the next in at 1:24 and the Buick, No. 12 at 1:55.

Both these cars were in good shape and the Midland followed in at 2:49. The Flanders at 3:58 and the Maxwell after having turned over twice, and with Smith carrying enough bruises to put a less game man out of business, arrived at 4:47.

The No. 16 Buick came in at 5:35; the E. M. F., at 6:17 and the Cole at 9:17 last night.

The other cars came in after midnight, and all hopelessly out of the race unless misfortune overtook the cars in front of them, but they were all eager and anxious to finish.

THE START FROM YUMA.

Promptly at 4:30 this morning Timers and Starters Moretti and Dunlop were on the job, and just at 5:00 Harvey Herrick and his mechanic jumped for their car, and in just three minutes had the National ready and sped away amid the cheers of the big crowd assembled on Main street.

The Stoddard-Dayton was called out at 5:05, and Stearns and his mechanic immediately began work on the machine, placing the new gear in position and getting the car ready.

The Mercer was called out at 5:10 and got away at 5:17; the Franklin called at 5:15 and got away at 5:21,

and so on down the line, each car being a few minutes late in getting away until 6:05 when the Cadillac was called and got away exactly within the minute.

The National reached Dome at 6:02 and was ferried over the river, her time being taken on both sides by Timers O. C. Johnson and G. S. Hitchcock.

The Mercer reached Dome at 6:03, making better time than the National as Herrick was evidently loafing or having trouble of some kind, although he reported none at Dome.

The Flanders had trouble just out of Yuma, broke a gear wheel and came back to the Yuma garage. So did the Cole a few minutes later.

Stearns got the Stoddard-Dayton fixed up and left Yuma promptly at 7:00. He was called out at 5:05, so he lost an hour and fifty-five minutes of precious time. However, the repair job must have been a good one as he reached Dome at 7:51.

HARVEY HERRICK, THE WINNER.

Harvey Herrick, driving the National, the winner of the Santa Monica road race, loafed out of Yuma this morning and took 59 minutes to make it to Dome. Recently on a trial trip he made this run in 35 minutes.

But this morning he was out first and was nursing his car with plenty of time to spare.

After the news came from Dome that he was first there and safely across, the next news came from him, that he was behind the Franklin four minutes at Agua Caliente. However this did not mean anything, as Harvey was the first at Dome and it may have taken them longer to ferry him across after he was checked in than it did the other cars, after the ferry was once started and in working order.

Anyhow, he rolled into Phoenix at 2:52½, an easy winner all the way through. He is sure of first money in El Centro; first in Yuma and first in Phoenix, and it is pretty sure that the elapsed time will give him first in San Diego. In this case he will win \$3,900 or 70 per cent of the purse while the remaining 30 per cent will be divided 20 per cent and ten per cent to the second and third cars.

Herrick won the race last year with a Kissel, and this year with a National, which same stamps him as one of the most level headed and careful drivers in the auto racing game to-day.

Yuma Gets Railroad Through Valley

Yuma is to have a railroad through the valley before the water from the great Colorado siphon is turned on the land.

This information comes to the Examiner first hand from the Karr, Kester & Speese interests.

Mr. Karr is now making his plans to give the lower valley the railroad facilities which he has always promised them, when things were ready here.

Everyone in the lower Yuma valley is about to realize their anticipations, and next fall at the latest will see the water from the siphon trickling over

the valley, and when the land gets the water, there will be a railroad, and the railroad will be in before the crops are ready to move out.

Our information says that engineers will be on the job shortly to put the stakes up for the road.

This is undoubtedly the biggest piece of good luck that has fallen in Yuma's way in many a day. The railroad has been needed and wanted badly for many a long day, and a railroad through the valley, means that it will eventually be extended through to the gulf and Yuma will become a seaport in much the same way that San Pedro

has made Los Angeles.

It has always been known that when the government plans were carried out the valley would need a railroad badly, but it is now realized that the government and the valley will need a railroad even before the water is on the ground from the siphon.

The government cannot economically nor conveniently handle the immense quantities of supplies, gravel, sand, cement and all other materials necessary for the canal system, the head gates, and all of the work so planned, and so the road is needed before the farmers can use it.

The Examiner's information is authentic and it is also understood that the Karr, Kester and Speese interests are independent in the building of this road and that they expect the hearty co-operation of the farmers of the valley and the people generally.

Karr, Kester & Speese have been assured of this hearty co-operation, and that is the reason the work will begin at once, in laying out the route and making the necessary surveys.

The gentlemen behind the building of this road are perhaps the largest owners of land in the valley. They are, and have been, for years, largely

interested here. They want to see the valley grow and prosper, because when it does come in to its own, they grow and prosper with it.

So every farmer and every business man in Yuma and the Yuma valley should immediately line up for this proposition and render every aid in their power.

This road will not only be eventually built to the gulf, but in the course of the next two years will be hooked on to a road leading from Yuma north.

The valley is yet in its infancy. All things must have a start, and this is certainly a start in the right direction.