

# Most Sensational Show in America

"The Show that's Different"

Will Exhibit at

## FLAGSTAFF

Tuesday, Oct. 29

One Day--Two Performances

2 p. m. and 8 p. m.

Al. G. BARNES

## Big 3 Ring Wild Animal



# CIRCUS

350 = Animal Actors = 350

African Lyons Ride Arabian Stallions

Herds of Elephants!

Camels, Zebras, Sacred Cattle, Arctic Sea Lions

52 Groups of Savage Beasts in Heart-Still- ing Acts. 52

Boxing Kangaroos, Wrestling Siberian Bears, Orang Outangs all highly educated

150 Ponies, Dogs, Apes, Goats, High School Horses, Merry Clowns A host of Novel Acts 150

## 3 Military Bands

New Free Street Parade 10:30 a. m.

RAIN OR SHINE

## FLAGSTAFF

TUESDAY, OCT. 29

## ROOSEVELT NOT A GOOD VOTE-GETTER

HIS POPULARITY NOT SHOWN BY THE VOTES HE HAS RECEIVED.

RECORD WILL SURPRISE MANY

In New York When He Ran for Governor He Did Not Get Full Party Support—Presidential Vote When Analyzed Is Not to His Advantage.

Colonel Roosevelt is regarded everywhere as the marvelous vote-getter. "We are for Teddy because he will elect our county ticket," chorused the Roosevelt shouters prior to the re-nomination of President Taft. And even now, when, having failed to get the Republican nomination for a third term, he is heading a bolting Third Party organization, there are many Republicans who seem to think that he has a strong hold upon the people. The fact is the record shows that he is not a successful vote getter. The belief which prevails in some parts of the country that Roosevelt has a magic hold upon the people is not supported by the facts. Mr. Roosevelt's own activity in self-advertising is largely responsible for the belief.

Take, for instance, his home state of New York. Here are the figures of the Republican vote cast in the three elections of 1896, 1898 and 1900, the two years before and the two years after Roosevelt was a candidate for governor:

1896, Black ..... 787,516  
1898, Roosevelt ..... 661,707  
1900, Odell ..... 804,859

When Roosevelt ran as a candidate for governor he had behind him his prestige of service in the war with Spain. He made a spectacular campaign with a number of uniformed soldiers riding with him upon the rear platform of his special train. Even with this advantage he polled 125,000 less votes than Black and nearly 145,000 votes less than Odell. This shows that in his own state he is not the vote-getter which he claims to be.

**Polled Less Votes Than Taft.**  
Colonel Roosevelt received an enormous plurality when he ran for president in 1904, but that was because 1,250,000 Democrats declined to vote for Judge Alton B. Parker. The real test of Roosevelt's plurality is the number of Republican votes cast for him. He polled 7,623,486 votes, but even this number was 55,000 less than were cast for Taft in 1908 with Bryan in the field and practical Democratic harmony restored. Do these figures show Roosevelt to be a great vote-getter?

The figures as to Illinois are also interesting and instructive. In 1904 the total Republican vote for Roosevelt was 632,645, but this was 1,384 less than were cast for Charles S. Deneen for governor. Roosevelt was supposedly the idol of the Republican party while Governor Deneen's nomination was secured at the end of a three weeks' convention in which bitter factional fighting developed. Yet Deneen, as stated, received 1,384 more votes for Roosevelt.

An attempt is made to demonstrate Colonel Roosevelt's popularity by citing the fact that his plurality in Illinois in 1904 was 306,000, while Taft's was only 179,000 in 1908. The fact is that in 1904 Roosevelt received 632,645 votes. In 1908 Taft received 629,929 votes, so that out of about 630,000 votes the only difference between Roosevelt's popularity and Taft's popularity as shown by the total Republican vote was 2,716.

Illinois is cited merely because it is typical of other states.

**Some Primary Figures.**  
As Republican candidate for president last spring, Colonel Roosevelt polled 61 per cent of the total vote cast at the Illinois primaries, but only 42.37 per cent of the Taft 1908 vote. A majority of the Republicans of Illinois have not expressed a preference for Colonel Roosevelt for president. In a recent statement Colonel Roosevelt said: "The primary in Illinois last spring definitely decided that I was the choice of the Illinois Republican voters for president." Colonel Roosevelt should be informed that 42.37 per cent of the Republican vote in Illinois does not decide what 57.63 per cent shall do with a bolter who denounced their party because it would not nominate him. Similar conditions prevail in other states.

The foregoing record proves that Colonel Roosevelt, without regard to his other essential deficiencies, is not a powerful vote-getter. The "win-with-Teddy" bumcombe is quite popular with Colonel Roosevelt and his supporters with the hope of dragging into line timid voters and pot-hunter politicians. The facts show that as a vote-getter Roosevelt never had been as strong as his party. He was not as strong as Black and Odell in New York, where he is best known; although running against a cripple in Judge Parker, he ran more than a million votes behind his party strength; he was not as strong as Taft in the country at large; and he was not as strong as Taft and Deneen in Illinois.

The current belief, stimulated by Roosevelt's own expressions, that Roosevelt is a powerful vote-getter, is disproven by the facts.

## DODGED TARIFF REVISION

Roosevelt, When President, Failed to Take Any Action.

Once in his life Mr. Roosevelt almost expressed an opinion on the tariff question. In a preliminary draft of one of his messages to congress as it came from the printer was this sentence: "In a later message I shall discuss the tariff." on revising the proof sheets of his message Mr. Roosevelt blue-penciled that line. And he never came even that near to discussing the question again as long as he remained in the White House. And yet the tariff law then on the statute books was far more objectionable than the Payne law, which he is now so vigorously denouncing. Why didn't he revise the tariff the way he now says it ought to have been when he had the power? He says now he wants to "fix it so that more of the tariff 'prize money' will go into the pay envelope of the workman." Why didn't he "fix it" that way during the seven and one-half years he was in the White House?

In other words, in the face of his record while in office, is not all the Third Termers' present talk about the tariff the most transparent guff and bluff and balderdash?

## Certificate of Incorporation of

### The Grand Canyon Railway Company

Whereas, The Santa Fe and Grand Canyon Railroad Company was duly incorporated by articles filed with the Secretary of Arizona on or about July 31st, 1897, under the laws of the Territory of Arizona, to construct, operate and maintain a railroad from the Town of Williams, in Coconino County, Territory of Arizona, in a northerly direction to the Bright Angel Trail and Indian Garden, at the Grand Canyon of the Colorado River, a distance of about Seventy-One (71) miles; and

Whereas, afterwards on the 1st day of January, 1898, said The Santa Fe and Grand Canyon Railroad Company executed its certain mortgage or deed of trust to The International Trust Company, of Boston, Massachusetts, as Trustee, to secure the bonds of said The Santa Fe and Grand Canyon Railroad Company, issued under and pursuant to said mortgage or deed of trust, and in and by said mortgage or deed of trust, mortgaged and conveyed to said The International Trust Company, as Trustee, all of its railroad, constructed and to be constructed, and all franchises, rights, privileges, immunities and exemptions, then or hereafter pertaining to said railroad; and

Whereas, before the completion of said railroad, the said The Santa Fe and Grand Canyon Railroad Company permitted certain liens of contractors to attach to the railroad as constructed and to remain unpaid and unsatisfied; and

Whereas, afterwards on June 8th, A. D. 1901, at the April A. D. 1901 term of the District Court of Coconino County, Territory of Arizona, a judgment and decree was entered in a certain cause therein pending wherein Thomas Bassford was plaintiff and The Santa Fe and Grand Canyon Railroad Company, a corporation; the Tusayan Development Company, a corporation; The Canyon Construction Company, a corporation; The International Trust Company, a corporation; Trustee; Lombard, Goode and Company, a corporation; L. W. Goode, Hattie N. Goode, Saginaw and Manistee Lumber Company, a corporation; The J. M. Dennis Lumber Company, a corporation; Union Hardware and Metal Company, a corporation; S. S. and C. E. Derbyshire, a co-partnership, doing business under the firm name and style of Derbyshire & Derbyshire; E. J. Post and Charles F. Meyers, a co-partnership, doing business under the firm name and style of E. J. Post and Company; A. and F. O. Polson, a co-partnership, doing business under the firm name of Polson Brothers; The Arizona Central Bank, a corporation; Max Salzman, George W. Martin, J. W. Thurber, R. R. Coleman, J. H. Richards, John Hurley, James Donohue, H. E. Brooks and J. B. Jones, were defendants, which cause was instituted to foreclose a mechanic's lien upon said railroad, and in which cause said The International Trust Company filed a cross-complaint to foreclose the aforesaid mortgage or deed of trust, and in which cause other of said defendants filed cross-complaints to foreclose certain mechanic's liens upon said railroad; and

Whereas, in pursuance of said judgment or decree there was sold, upon the 18th day of July, A. D., 1901, to Edward D. Kenna, Byron L. Smith and James H. Eckels, all of the City of Chicago, Illinois, as joint tenants and not as tenants in common, the following described property of The Santa Fe and Grand Canyon Railroad Company, to-wit:

The rights, franchises, privileges of every kind, nature or description, including all exemptions from taxation, owned or possessed by the defendant, The Santa Fe and Grand Canyon Railroad Company, of which it, or its assigns, may or can hereafter acquire, own or possess, through or under the charter of said Railroad Company, (save and except only its right to be a corporation), or any Act of Congress of the United States, together with all other property, either real, personal or mixed, including all right, title and interest, in and to its located right of way from the Town of Williams, in Coconino County, Territory of Arizona, to the rim of the Grand Canyon of the Colorado, in said County and Territory, together with all its right of way for any and all branch lines; also including all grades, railroad tracks, switches, turnouts, buildings, rolling stock, locomotives, telegraph poles and lines, telephone poles and lines, located or situated upon such right of way, or appurtenances contiguous to it; and such other property, if any there be, of every kind, nature and description, in or to which said Railroad Company has any interests, together with all and singular the tenements, hereditaments, and appurtenances belonging or otherwise appertaining to any of the right of way, or other premises and property above mentioned or described. The right of way referred to, begins at the Town of Williams, in Coconino County, Territory of Arizona, and runs thence northerly to the rim of the Grand Canyon, with a line for a branch railroad, running from Anita Junction to Anita Mine, a distance of about two and quarters three(2) miles; this right of way being a strip of land two hundred (200) feet in width, having constructed upon it and as a part thereof, sixty-three and three-quarters (63 3/4) miles of main line, and two and three-quarters (2 3/4) miles of spur or branch line to the Anita Mine, together with six (6) miles of grade; also all and singular the appurtenances, tenements and hereditaments belonging or appertaining thereto, including all rights acquired, or partially acquired, under the Acts of Congress of the United States approved March 3, 1875, and May 18, 1898.

Whereas, said sale was made under said decree by E. B. Gage, as Special Master, and such sale was duly confirmed by said court on or about the 20th day of July, 1901; and

Whereas, the said purchasers and their associates, successors and assigns, under and by virtue of the laws of the Territory of Arizona, in such case made and provided, did thereby become entitled to form and become a corporation with power to own, operate, exercise and enjoy the properties, franchise, rights and immunities acquired by such purchasers; and

Whereas, the said purchasers, for the purpose of forming such corporation and investing the same with the aforesaid properties, rights, privileges, immunities, exemptions and franchises, and of completing the aforesaid railroad to the rim of the said Grand Canyon of the Colorado upon the route and right of way of said The Santa Fe and Grand Canyon Railroad Company, have associated with themselves the following named persons, viz:

Clinton N. Sterry, who is a citizen of the State of California, residing at Los Angeles; and

Thomas J. Norton, who is a citizen of the State of California, residing at Los Angeles; and

Whereas, the said purchasers and their said associates have organized themselves and do hereby organize themselves as a new corporation as hereinafter in this certificate set forth:

NOW, Therefore, the undersigned, being the said purchasers and their associates, do hereby certify and state as follows:

First: The name of the new corporation formed by the undersigned is THE GRAND CANYON RAILWAY COMPANY;

Second: The purposes for which such corporation is formed are as follows:

To acquire, own, maintain, and operate the aforesaid railroad, sold as aforesaid, and to construct and complete the same upon the route and right of way of the said The Santa Fe and Grand Canyon Railroad Company to the Grand Canyon of the Colorado River; and also to acquire, own, use and enjoy the railroad and appurtenances, franchises, rights, privileges, immunities and exemptions; and all other proportion acquired by the said purchasers at said sale as hereinbefore recited.

Third: The maximum amount of the capital stock of such corporation shall be One Million, Four Hundred and Fifty Five Thousand Dollars (\$1,455,000.00), and the same shall be divided into Fourteen Thousand Five Hundred and Fifty (14,550)

shares of the par value of One Hundred dollars (\$100) each;

Of such capital stock Two Thousand Five Hundred (2,500) shares, amounting in the aggregate to Two Hundred and Fifty Thousand dollars (\$250,000), shall be five per cent Cumulative Preferred Stock, and

Twelve Thousand and Fifty (12,050) shares, amounting in the aggregate to One Million, Two Hundred and Five Thousand Dollars, \$1,205,000, shall be common stock.

The holders of the preferred stock shall be entitled to cumulative dividends at the rate of five per cent per annum from the date of the issue of such stock before any dividend shall be paid on the common stock; and in case of dissolution or liquidation of said corporation, the holders of said preferred stock shall be entitled to receive par amount for their stock, together with any cumulative dividends at the rate of five per cent per annum that shall have accrued thereon, and that shall remain unpaid before any sum shall be payable out of the company's assets to the holders of the common stock. The common stock shall be subject to such rights of the holders of the preferred stock.

Fourth: The number of its directors who shall manage the affairs of such corporation shall be seven and the names and post office addresses of the directors for the first year are as follows:

NAMES POST OFFICE ADDRESSES

E. P. Ripley - Chicago, Illinois  
W. R. Page - Proctor, Vermont  
Byron L. Smith - Chicago, Illinois  
James H. Eckels, Chicago, Illinois  
E. D. Kenna - Chicago, Illinois  
I. L. Hibbard - Winslow, Arizona  
R. J. Arey - Williams, Arizona  
Fifth: The term for which this corporation is to exist is Fifty years.

Sixth: Said Railway Company shall not issue any Preferred Stock in excess of Two Hundred and Fifty Thousand Dollars (\$250,000) par value thereof as authorized by Article Third of this certificate, and shall not issue any mortgage bonds except with the consent of the holders of two-thirds of all the Common Stock of said Railway Company which shall then be outstanding.

Seventh: Previous to the time of such sale a Plan or Agreement was entered into in anticipation of the formation of the new corporation and such purchase was made pursuant thereto. Such Plan or Agreement was entered into by the said Edward D. Kenna, Byron L. Smith and James H. Eckels and certain holders of First Mortgage Bonds of The Santa Fe and Grand Canyon Railroad Company issued under its mortgage dated January 1, 1898, and such Plan of Agreement is as follows:

"AGREEMENT, made this seventeenth day of June, 1901, between Edward D. Kenna, Byron L. Smith and James H. Eckels (hereinafter termed the "Committee"), parties of the first part; and such Holders of First Mortgage Bonds of the Santa Fe and Grand Canyon Railroad Company issued under its mortgage, dated January 1, 1898, as shall become parties hereto in the manner hereinafter provided (such bondholders being hereinafter termed the "Depositing Bondholders"), parties of the second part.

WHEREAS, the Santa Fe and Grand Canyon Railroad Company (hereinafter termed the "Railroad Company"), a corporation of the Territory of Arizona, has issued one thousand of its first mortgage five per cent, twenty-year gold bonds, each for the sum of \$1,000, secured by mortgage dated January 1, 1898, to International Trust Company, as trustee, all of which bonds are now outstanding and unpaid; and

WHEREAS, the Railroad Company made default in the payment of the interest upon such bonds and is insolvent, and a receiver thereof has been appointed, and the holders of claims against said Railroad Company for materials, supplies and labor, and, also, the Trustee under said mortgage of the Railroad Company have instituted proceedings for the enforcement of their claims and to obtain a judicial sale of the railroad and property of the Railroad Company; and

WHEREAS, the Santa Fe Pacific Railroad Company (hereinafter termed the "Santa Pacific Company"), is the owner of \$324,000 of said bonds of the Railroad Company and has expressed its willingness to enter into an agreement with the Committee to deposit with it the \$324,000 of bonds of the Railroad Company and to provide the sum of \$150,000 on the terms hereinafter stated:

NOW IT IS MUTUALLY AGREED BETWEEN THE PARTIES AS FOLLOWS:

I. This agreement shall be signed