

Tucson Military Depot.

There are many rumors regarding this depot. The popular problem here is—Will it be abandoned in the near future? Positively, we know nothing either way, and if the military authorities do, they remain reticent. Its abandonment has certainly been considered.

The real question is or should be, should it be continued for the public interests? If there ever existed a sound argument for its establishment, that argument has as great force today as ever. The country on every side is still infested with hostile Indians, and the same or a greater number of military posts south of the Gila are as necessary as at any time in the Territory's history. The whole southern border from the Papago section eastward to New Mexico, is one of the most attractive for its climate, grazing, agricultural and mineral wealth in Uncle Sam's dominions, and yet it is dangerous to live in any part of it or travel over it without a large armed party. In fact, it has once been, not far in the past, settled by a people who had elegant farms and myriads of cattle and horses, and we believe Gen. Stoneman will testify that but 24 years ago he passed through the section of which we are speaking, and found it alive with herds. Those or like herds would be here to-day, but for the hostile Indians; as it is, this fine country is given up to wild beasts and Indians. There never has been a good reason for establishing Camps Crittenden, Bowie, Grant and Lowell; that does not now exist. They should be reinforced so as to be effective, and another established farther east on our southern border would be no more than a powerful government should do under the circumstances.

Regarding these statements as facts, the necessity for the Tucson Depot is apparent to the least thoughtful person. There should be a central Depot of supplies from which the surrounding posts can be replenished readily, and certainly at all seasons, and Tucson is quite as accessible as any locality at all suitable. No post should be dependent solely upon a base of supplies from 300 to 500 miles distant, and that unquestionably occasioned the establishment of the Tucson Depot, and is a sound reason why it should remain while the surrounding country needs the presence of garrisons of troops.

NINE INDIANS KILLED!

Too late to print to-day, we received our Camp Grant letter bringing the joyful intelligence that Col. Bernard's expedition made a most successful raid on the hostile Indians. The letter says after an absence of 8 days the troops from Grant returned and those from Bowie were enroute to the latter place. Our correspondent says:

The trail was found and patiently followed to the Gila, where it became partially obliterated in consequence of the major portion of the oxen having been killed, and the flesh either carried off or consumed. A fresh trail was discovered on Disappointment Creek, which was followed by Lieuts. Robinson and Kyle, and sixty dismounted men—Col. B., with the remainder of the detachment, remained with the animals. After a severe and fatiguing night's march over an almost impassable region of rocky cañons, and at a point between Disappointment creek and the Rio San Carlos and North of the Gila, three rancherias, containing sixty huts in all, were found. The assault was made before daylight, and nine Indians were left dead on the field. From the many traces of blood we are convinced that the wounded exceeded three times the number killed. Five mules, one Mississippi rifle, two "six shooters," some five pounds of powder, twenty rounds of centre primed ammunition and many other valuable articles to them were captured, and brought away, except one of the mules which was abandoned and shot.

SAN FRANCISCO, Dec. 30.—Gold 110½. Five-twenties 107½@110½; Sterling 9@9½. Greenbacks 90½; selling 91½.

The Railroad Question--All Sides.

We know this is a hackneyed theme, and promise our readers but little upon it except what is to the point, for our little paper will not likely turn the scale for or against any of the grand schemes. It is well known that the bill to subsidize with lands the 32d Parallel company, passed the Senate near the close of the last session of Congress, and was not reached in the House, but will doubtless come up during the present session. Now the question is, will it finally pass and become a law? The President would no doubt approve a proper bill if enacted. So what is in the way of its passage? Once it was understood that the Northern and Southern Pacific companies would stand together until both acts were perfected and passed, but it happened that the former got through and the latter stuck. Now, will the Northern company at least keep hands off? It is not the rule of corporations to favor each other longer than it will pay. Now comes the more serious phase of the matter: will the Union and Central companies of the great and completed middle route let the Southern bill alone? Moreover, will the 35th and 32d Parallel companies get at loggerheads? a dreaded feature just at this critical moment. We hold it to be critical, because a failure to get the bill through on the second attempt and at a separate session, would have a dampening effect indeed, and possibly postpone the whole work for several years. We have much to fear from the Union Pacific interests in the contest, though they may seek a through route to the Western Ocean via the Cheyenne-Denver branch and the 35th Parallel, while the Central undoubtedly prefers a connection with the Atlantic seaboard through via the 35th, and these companies, whose roads unite, have little love for each other, and as either extends its line parallel with the other, their interests must become more conflicting. The purpose of this article is to recite some of the adverse influences, wheels within wheels, that are likely to bear on the question from first to last, and let the reader be prepared not to expect too much, or be unprepared for disappointment.

Our great hopes in the premises are that the Southern States are rapidly becoming a power in the land again, and that too for untold good in comparison with their gloomy past. Their weight in national legislation is already something not to be slighted. We hear they now stand united on the Southern Trans-Continental Road, and if they are and will so continue, and make their support of other measures contingent upon aid for this one, the law is assured in advance. Again, the question hinges largely upon a sentiment created within the past two years or less, and may be stated thus: Will the people of the United States, North, South, East or West, regardless of party, give away any more lands for railway or other purposes? The Democratic party used with effect the negative of this question as a rallying cry in the late election campaigns, but we believe this policy of ceasing to donate lands really originated with certain Republican papers, as instance The Chicago Tribune and Sacramento Union. However the same arguments used by these and other journals, in favor of land subsidies for the Northern Pacific are equally sound for the Southern. A Central and an extreme Northern road have been aided. Military and postal necessities demanded but one, or if more, the Southern should have had the preference. The Southern would always be passable; the others have not been and will not be so. It is proposed to fix, at a low figure, the price at which the lands donated shall be sold, and this should remove the main objection in the minds of all sensible people throughout the land, and be a grand improvement over all other railroad land grants. The subject is too large for our space, but we cannot forbear expressing the belief that the greatest danger of defeat of our favorite bill, lies in minor influences first enumerated, and they are powerful enough if they will it, unless the Southern States stand united and firm in their demand from first to last, and concede nothing to other sections until assured of the success of this vital measure of prosperity to the Southern half of the nation. The sentiment of the country crops out kindly towards a liberal but well guarded subsidy to this Southern road, as justly due the Southern States and Territories of the Union, and we have faith that sooner or later it will be constructed partly at least by public aid. And why not now?

MINES SOUTHWARD.

Hardly a week passes that some person does not bring in some rich silver ore from points South of Tucson. The celebrated Cerro Colorado Mine situate about sixty miles south, is one of great extent and richness, and yesterday a miner from there exhibited to us a specimen of very rich silver ore with ruby tinge, which he says came from a vein about one mile from the Cerro Colorado shaft. This new discovery is being worked to advantage on a limited scale.

From all reports about mines and discoveries of the precious metals between Tucson and Sonora, we are of opinion that there is no superior field in the world in which to operate upon a proper scale. With safety from the Indians twelve months, there is scarcely a doubt but this section would be alive with miners and operations involving millions of money. The hostility of the Indian has killed off many mining operations and prevents their renewal or the projection of others. This item is of interest to Uncle Sam.

THE San Diego papers are doing much to keep Arizona before the public, and on behalf of our people we heartily thank them. The Union of Dec 29, contains about three columns of Arizona matters made up of direct correspondence, editorial and clippings from THE CITIZEN; and The Bulletin of the 31st, nearly four columns of a correspondence to the San Francisco Bulletin relating to Deputy Commissioner Eilers's views of Arizona's mineral wealth, and a column of editorial having an interesting bearing on our Territory.

BISHOP J. B. SALPOINTE, of the Diocese of Arizona will arrive this evening direct from Durango, where he has been on business connected with his Diocese. He is accompanied by Father Bernard, who it is understood will be sent to the White Mountain under an arrangement made with Gen. Stoneman, commanding the Department of Arizona, and Col. Green commanding at Camp Thomas. We welcome the Bishop back after an absence of about nine months.

FIRST Lieut. John H. Parcell, of Co. D 21st Infantry, now at Camp Lowell, has tendered his resignation, and it has been accepted. Until recently he has been Indian agent of Tule River, California. Lieut. P. arrived here but recently, and has made many friends who will regret the loss of his association. Hope the change may inure to his benefit.

LIEUT. J. F. LEWIS, of Crittenden, who has been in town several days, returned to his post yesterday.

THE weather has been as near perfection during the week as possible.

NEW ADVERTISEMENTS.

Rafael Suastiqui,
Watchmaker, Jeweler and ENGRAVER,
HAS JUST OPENED HIS ESTABLISHMENT in Tucson, and offers to the public work in his line of a SUPERIOR ORDER AND FINISH and with promptness. Particular attention paid to all kinds of REPAIRING.
Prices guaranteed to be reasonable, and all work warranted. Place of business on Pennington street, near Riese's restaurant. (121f)

FRED. RIESE,
Cabinet-Maker, Joiner and French POLISHER,
PENNINGTON ST., ZECKENDORF BL'K.

WISHES RESPECTFULLY to announce to the inhabitants of Tucson, that he has had considerable experience in Europe, Australia and America, in the above branches of business, and is confident that any orders entrusted to him, will give entire satisfaction.
ORDERS RESPECTFULLY SOLICITED. (131f)

Notice!
Sale of Town Lots!

A SALE OF TOWN LOTS WILL BE held at Phenix, Saturday, Jan. 21, '71.
Terms of Sale—One-Third Cash, and the balance when the Title is perfected.
By order of J. P. PERRY, Sec'y S. R. V. L. A. 13w2

LEGISLATORS.—Following is a complete list of members elect to the session that convenes next Wednesday:

Yavapai County: Council—J. T. Alsop, H. H. Cartter, A. J. Marindake. In House—W. J. O'Neill, J. S. Mercer, John L. Taylor, J. H. Fitzgerald, G. A. Wilson, Joseph Melvin.

Pima County: Council—Hiram S. Stevens, Francisco S. Leon, Estavan Ochoa, D. H. Stickney. House—Reese Smith, W. L. Fowler, F. H. Goodwin, Ramon Romano, Wm. Morgan, John D. Walker, Juan Elias, J. W. Anderson.

Yuma County: Council—J. H. Phillips. House—E. H. Brinley, M. D. Dobbins, Thos. J. Bidwell.

Mohave and Pah-Ute Counties: In Council—O. D. Gass. House—B. H. Paddock.

J. F. BENNETT & Co, advertise their stage line eastward to Messilla in THE CITIZEN. Mr. Cosgrove, of the firm, has been in town for several days. He assures us that ever since his firm has had the contract eastward, it has been strictly fulfilled, and that they have brought through without delay, twice a week, all mail matter given them at Messilla, the starting point on the route, and that it will be carried right up to time tri-weekly as advertised at the head of our local columns. We don't like to grumble or give utterance to the grumbling of others, and will note with caution how and when the mails are carried and endeavor to do ample justice to all hands interested.

NEW ADVERTISEMENTS.

J. F. BENNETT & CO.,
SOUTHERN
Overland Mail and Express Company.

ARE NOW RUNNING A two-horse vehicle three times a week, from Tucson to the Burro Mines, where they connect with Coaches
For All Parts of New Mexico, Texas, Chihuahua and Eastern States.

Particular Attention paid to carrying Express Matter, and comfort of Passengers. Office at Lusinsky & Co.'s store, Tucson. (no131f)

NOTICE TO CREDITORS.

ESTATE OF CHARLES REIDT, DECEASED.—Notice is hereby given by the undersigned, Administratrix of the above-named estate, to the Creditors of, and all persons having claims against said deceased—to exhibit the same with the necessary vouchers, within one year from the date of this notice, to the undersigned, at Arizona City, Yuma county, Arizona Territory.
Arizona City, December 28th, 1870.
DELIA A. REIDT,
ADMINISTRATRIX. 1316

PROCLAMATION

THE GOVERNOR.

To All Whom It May Concern: WHEREAS, IT HAVING BEEN MADE known to me that Charles Reidt, James Lytle and Thomas Oliver were murdered at Mission Station, in the Territory of Arizona, on the 24th day of December, A. D. 1870, by PEDRO PINTO, TOMAS SANCHEZ and JESUS ORTEGA, all Mexicans by birth; and whereas, This is the third act of a similar kind that has been perpetrated near this locality within the past few years by a desperate class of men who, upon the commission of said crimes, flee to Sonora, in Mexico, for safety; and whereas, The safety of the lives and property of the Citizens of the Territory imperatively requires that these outlaws shall be brought to justice and punishment:—
Now, therefore, I, A. P. K. SAFFORD, Governor of the Territory of Arizona, hereby offer a REWARD OF ONE THOUSAND DOLLARS (\$1,000 00), for the apprehension and delivery of the aforesaid Criminals to the proper judicial tribunal of the Territory, or ONE-THIRD OF SAID SUM FOR THE DELIVERY OF EITHER:
{ Given under my hand and the Great Seal of the Territory, this 29th day of December, A. D. 1870.
A. P. K. SAFFORD.

By the Governor, COLES BASHFORD, Secretary of the Territory of Arizona. 131f

E. N. FISH, Tucson. S SILVERBERG, San Francisco. JOS. COLLINGWOOD, Florence.

E. N. FISH & CO.,
MAIN ST., FLORENCE, A. T.

Wholesale & Retail
—DEALERS IN—

General Merchandise.

HAVE constantly on hand a large and well selected stock of Dry Goods, Clothing, Boots and Shoes, Groceries, Provisions, Liquors, Cigars and Tobacco, Hardware, etc., which we will sell at the very lowest prices.
We have, also, Hay and Grain, constantly on hand to supply the Public. 5-1f.

W. B. HOOPER, (San Francisco) A. H. WHITING, (New York)

HOOPER, WHITING & CO.,

IMPORTERS AND DEALERS IN
General Merchandise.

ARIZONA CITY, A. T.

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WHOLESALE JOBBERS

—FOR—
Interior Merchants
—AND—
MILITARY OUTPOSTS
OF
ARIZONA AND THE SURROUNDING COUNTRY.

Hooper, Whiting & Co.,

GEN'L COMMISSION MERCHANTS.

304 California Street,

P. O. DRAWER, 960, SAN FRANCISCO, CALIF.

151 Broadway, New York.

(P. Box, 2683.)

JAS. M. BARNEY, Arizona City. JOHN S. CARR, Arizona.

Our facilities for purchasing and arrangements for selling are fully completed and we now offer to the trade a Full Stock of Merchandise in each department, comprising all articles enquired for, and saleable throughout the Territory.

We sell at small advances FOR CASH, and are positive that it is to the benefit of every Interior Merchant to buy of us—instead of San Francisco or elsewhere—

Avoiding the Expenses

and annoyances of a

LONG AND TEDIOUS JOURNEY

AND THE

Loss of All of Three Months Time

NECESSARY TO

receive their purchases, enabling them to increase their profits with the same or less capital invested.

Orders by letter receive our careful attention, the same as though the parties were themselves present.

In a word we GUARANTEE SATISFACTION in prices, quality, quantity, and assortment of goods.

Currency and Bullion received at latest San Francisco quotations, or sold for account of owners, as may be desired. 1-81f