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The Copper Queen Store

SILVER IS IN HEAVY DEMAND

The United States Government, if it needs silver between now and spring, is likely to pay considerably more for it than the 200,000 ounces was offered to it for Friday, the Director of the United States Mint having refused to accept that amount at 70.065. The largest silver interests in the United States are apprehensive that silver will advance to considerably higher figures before spring than are ruling now because of the great demand for the metal. The Mexican Government is now taking nearly 5,000,000 ounces on contract which will probably have to be filled within the next sixty days. But the great feature of the market is the renewed demand from India. That country is now an active buyer of silver in London and its requirements are such that for some months to come it will take practically all the output of the United States and other producing

countries. If the demand continues from this source for any length of time it is regarded as not improbable that silver may reach 75 cents an ounce.

Some interests are disposed to criticize the Government for shortsightedness in refusing to take silver at present prices. They say that if it requires the metal it will surely have to pay more for it than present prices, and, moreover, Government purchases are a good thing for the mining interests of the company as the miners themselves receive the full benefit of any advance in value. The smelting companies claim that it makes no difference to them whether silver is 60 cents an ounce or 75 cents an ounce. Whatever the price the miners receive that price, less smelting charges which remain the same no matter what the price.

NEWSPAPER MEN ARE FLOODING WASHINGTON

Claim Law Prohibiting Agreement With Railroads For Transportation Is Wrong and Should Be Amended.

WASHINGTON, Dec. 28.—A brilliant galaxy of newspaper planets and fixed stars have been illuminating Washington for a week. Two committees from the National Editorial Association, representing 20,000 daily and weekly newspapers, have been here looking after legislation affecting their interests and prerogatives, and are accompanied by representatives of various state and district newspaper associations.

The committee on postal affairs consists of B. B. Herbert, National Printer-Journalist, Chicago; A. W. Glessner, the Galena Gazette; A. W. Lee, the Ottumwa Courier; George C. Woodruff, the Litchfield (Conn.) Enterprise; and George C. Fairbanks, the Natick (Mass.) Review.

The committee on transportation is E. W. Stevens, the Columbia (Mo.) Herald; W. F. Farrow, the Waterloo (Iowa) Reporter; R. H. Henry, the Clarion-Register, Jackson, Miss.; R. M. White, the Mexico (Mo.) Ledger; and H. A. Knapp, of the Auburn (N. Y.) Advertiser.

These gentlemen have been accompanied by J. E. Jankov, the Stirling (Kan.) Bulletin, president of the National Editorial Association, and W. A. Ashbrook, of the Johnstown (Ohio) News, who has recently been elected to Congress. These gentlemen are ex-officio members of both committees. The party has been received by the President of the United States, who is perhaps the most voluminous contributor to the public press in the country; the visitors have conferred with Speaker Cannon; they have had interviews with Chairman Penrose of the Senate, and Chairman Overstreet, of the House postoffice committee, and have cautioned those gentlemen against making any increase in postal rates on newspapers.

They have also had a meeting with Chairman Hepburn, of the interstate commerce committee, in support of a bill to amend the law so as to authorize railway companies to make contracts with newspapers for advertising space and pay for the same in transportation. Such an amendment has been offered in the Senate by Mr. Stone, of Missouri, and in the House by Mr. Garrett, of Tennessee. This legislation is necessary, made so by a decision of the interstate commerce commission. The Editorial Association takes the ground that a newspaper and a railroad have a perfect right to enter into contracts under which advertising space may be accepted for transportation, but the commission says that such an arrangement is a violation of the law. It has always been customary for railway companies to insert advertisements and time tables in newspapers and to furnish the publisher and his family a corresponding amount of mileage tickets or passes. This practice has been stopped. It is forbidden by the new rate law. The Editorial Association has asked a modification of that act providing "that it shall not be construed to prohibit newspapers, magazines and other publications admitted to the mails as second-class matter, from entering into legitimate and bona fide advertising contracts with common carriers at their usual and customary rates of advertising, and receiving payment for such advertising from such common carrier in transportation over the lines thereof; such transportation to be used to such publishers at the regular published rates announced to the pub-

WANTS LICENSE REVOKED BY COUNCIL

Petition Is Now Being Circulated Alleging Old Winters' Saloon Fosters Boisterous and Noisy People At Night.

A petition is being circulated and will be presented to the council at its next meeting, asking for the revocation of the license of the saloon in upper Tombstone canyon known as the Old Winters' Saloon. The petition recites that the saloon is not only out of the saloon district, but that it is a resort for noisy and boisterous people who congregate there nights to the annoyance and disturbance of the people living near. One of the petitions is being circulated by A. White, to which nearly 70 names are subscribed by those living nearby.

The saloon was started by George Winters, an old railroad engineer, over a year ago. Last winter when the saloon ordinance was passed the operation of this saloon was questioned. Mr. Winters waited on the council and advised that if he is permitted to operate fifteen days longer to give him time to collect outstanding accounts, he would close the place. When the fifteen days had expired Mr. Winters sold the place. The new owner has been operating the saloon since, but contends that he is not running in violation of the law as he is not retailing any liquor. The saloon ordinance only governs retail liquor.

Before the license can be revoked in accordance with the present city ordinance, it would have to be proven that liquor has been sold at this saloon at retail. This involves the legal point as to whether or not the consumption of liquors sold in sealed bottles on the premises of the saloon constitutes a violation of the retail ordinance. Mr. Merritt was seen yesterday regarding the matter, and said: "I know a petition is being circulated asking for the revocation of the license of the Old Winters' Saloon, but just what the merits in the case are I do not know as I have not looked into the matter. This ordinance was passed last winter by the council and met considerable opposition. To the best of my recollection the present ordinance will hold good. I have not given the matter any attention, however, and will not do so until it comes before me at the council meeting."

It is stated that the people living near the Winters' saloon will all sign the petition asking that the license be revoked. The petition does not allege that this saloon fosters any worse conduct than some other saloons in the city, but basis its objections on the fact that it is situated in a residence district and annoys the people while they are sleeping.

NO TESTIMONY TAKEN.

SAN ANTONIO, Tex., Dec. 28.—Because no translations had been made of certain documents enclosed in the correspondence between C. V. Marquez and the St. Louis Junta, no testimony was taken in the revolutionists case today regarding documents, proclamations, manifestos and programs issued by the Junta.

He by such common carriers as the rates for transportation." Mr. Garrett's bill also provides that the new rate law "shall not be construed to prohibit the interchange of passes for the use of common carriers and their families, nor to prohibit any common carrier from carrying passengers free with the object of providing relief in cases of epidemics, pestilence and other calamitous visitations."

CITY COUNCIL HOLDS BUSY SESSION

Bid Rejected For Retaining Wall—Contract Let For Water Pipe—Definite Action on Subway Matter.

The City Council met last evening in special session and after disposing of several matters of minor importance took up the question of taking over the subway, and definite action was taken to have the matter decided one way or the other.

The first matter taken up was that of awarding the contract for the construction of the retaining wall along Opera Drive. Only one bid was presented on this proposition, and as it called for more than the council was willing to pay, was rejected.

The next matter taken up was that of awarding the contract for supplying the city with 8000 feet of 4-inch water pipe for increased fire protection, and this contract was awarded to the Copper Queen Company, being the lowest bidder at a fraction over \$3,200.

They then heard the report on the franchise election which was held several weeks ago. The interests of a great number of taxpayers voted in favor of granting to the International Gas & Light company a franchise to install an electric lighting system in the city. The result of the election was announced, and the council then approved the franchise.

Several petitions for appointment to the police force to fill the vacancy caused by the resignation of J. F. Wilmoth, were read, and the council finally decided to appoint Tony Kyle, now a temporary officer, to a permanent place on the force.

It was then announced that J. T. Hood, representing the interests of the banks in the matter of purchasing the sewer bonds, had written to Judge Joseph Dillon, an eminent authority on bond issues, asking him how much he would charge to render an opinion on the sewer bonds, and expects a reply at any time by telegraph. If the opinion will not cost an unreasonable amount the bonds will be referred to Judge Dillon for an opinion.

Permission was asked by Councilman Hughes to tear up the pavement in front of his building for the purpose of laying a sewer pipe, and was granted on condition that the councilman would relay the pavement at his own expense in as good condition as it is at the present time.

The last question discussed was that of taking over the subway, and when this matter came up Councilman Shattuck secured the floor and stated that he had arrived at what he considered a fair solution of the problem.

Shattuck stated that he had made a trip of inspection along the alley which now forms the top of the subway north of Main street, and had come to the conclusion that a street could never be made through there unless all of the property holders in that vicinity would agree to certain conditions, and relieve the city of the burden of expense in improving the property.

He stated that if all of the property owners along the north side of the subway would be willing to donate eight feet of their property to the city for sidewalk and street purposes, and would put the subway in a permanent condition according to plans drawn up, with the exception that a grade sufficient to make the subway self-cleaning would be established, thus relieving the city of all expense in connection with the matter, he would then vote to take the subway over. A great deal of discussion was indulged in, but it was finally decided that Councilman Shattuck and Mayor Caven should act as a committee and have the city engineer draw up definite plans for the laying out of a street along that section of the city. As soon as this is done the matter will be taken up with the abutting property owners and some definite conclusion will be arrived at.



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OIL COMPANIES ACKNOWLEDGE. answer today acknowledging that the Standard Oil company of New Jersey owns all but five shares of the capital stock of the Buckeye Pipe Line company, Solar Refining company and the typewritten page three oil companies Ohio Oil company, wherefore, each against which Attorney General Ellis company asks that action be dismissed.

A. W. Wallaco

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WOMAN'S BODY MUTILATED BY YAQUI'S

(Continued from Page 1.)

train from Guaymas gave warning of its approach, and the Yaquis hastily left, leaving ten men, women and child dead. Two other men were later found wounded among the cactus thickets. They were both fatally shot. Many others were found to have received wounds, some of them being serious. The soldiers from the fort arrived about two hours from the time the first shot was fired. There is a telephone line from the depot to the fort, but the attack was so sudden that it was not used. The box car depot was the only building not plundered and burned.

Gen. Torres arrived at the scene of the massacre the next day from Guaymas, and took charge of the organization of the punitive expedition. This band of Indians, says our informant (who is an American resident of the district and familiar with the situation), has a stronghold in the mountains only a few kilometers to the west of the station. They had often been seen to come near the railroad and watch the trains pass, but never offered any violence to Americans or American property before. The officer in command of the nearby fort is a brother of Gen. Torres, military commander of the state of Sonora.

What El Paso Heard.

EL PASO, Texas, Dec. 28.—Nothing has been heard here from the Yaqui country. H. T. Green, purchasing agent for the Cananea, Yaqui River & Pacific Railroad, stated today that the country traversed by his road is quiet and he is just from the neighborhood of the alleged Yaqui outbreak, and reported the massacre of Mexicans by Yaquis a fabrication.

A prominent miner from the Yaqui section says that an attack on Lencho station and employees of the railroad may have occurred, but he believes that it and other outrages charged to the Yaquis were committed by lawless Mexicans who are more troublesome and dangerous to Americans than the Yaqui Indians.