

Lieutenant Governor of New York will demand turning over of governorship from Sulzer today

THE BISBEE DAILY REVIEW

MEMBER ASSOCIATED PRESS.

Ambassador Wilson given severe reprimand by President Wilson; thoroughly discredited for utterances

VOLUME 15.

BISBEE, ARIZONA, FRIDAY MORNING, AUGUST 15, 1913

NUMBER 180.

WILSON IS PUBLICLY CENSURED

President Administers Stinging Rebuke For Statement of Ambassador Regarding Policy of England

EXPLANATION MADE TO GREAT BRITAIN

All Responsibility For Interview Is Disclaimed by Administration; May Have Worked Against Mediation

WASHINGTON, Aug. 14.—President Wilson tonight publicly reprimanded Ambassador Henry Lane Wilson for his recent attack on the British foreign office.

Ambassador Page was instructed to express to Sir Edward Grey, the regret of the American government that a diplomatic official of the United States "should have been guilty of such impropriety."

The action of the administration followed receipt of a cablegram from Ambassador Page officially confirming the Associated Press dispatch quoting the statement from the British government that it "recognized the Huerta regime in Mexico along with France and Germany after a congratulatory speech," to Huerta by the ambassador on behalf of the diplomatic corps of Mexico City. Official interpretation of the statement here is that Great Britain, at the time, believed from Ambassador Wilson's act that the United States intended to recognize the Huerta government.

Ambassador Wilson, in his authorized interview, declared if the statement really emanated from the British foreign office that it was a "pure subterfuge, unworthy of the British foreign office and at variance with its traditions."

Bryan, after a conference with the president tonight, sent the following cablegram to Ambassador Page:

"The interview given the press yesterday by Henry Lane Wilson, whose resignation as ambassador to Mexico has been accepted to end with his vacation, October 14, having been brought to the president's attention, he directs me to ask that you call on the British foreign office and say to Sir Edward Grey that he disclaims all responsibility for the language employed by him in the interview, and regrets exceedingly that a diplomatic official in the employ of this government should have been guilty of such impropriety."

Officials felt particular solitude of the public effect of the ambassador's remarks in Great Britain because at this time the American government is relying on the moral support of European powers in the

SUFFRAGISTS AT CAPITAL KEEP BUSY DURING HOT MONTHS; USE INFLUENCE ON SENATORS FOR SUFFRAGE AMENDMENT



Mrs. Helen Gardner, (left) and Alice Paul.

There will be no vacation season for suffragist leaders at the national capital this summer. They are working overtime in the effort to convert senators to the equal suffrage cause. Probably the two busiest women in the capital are Miss Alice Paul, in charge of the Washington headquarters and Mrs. Helen Gardner, the authoress, who is chairman of the press committee. They are doing some very effective work.

NINE MEN HURLED TO FRIGHTFUL DEATHS DOWN A CLIFTON MINE INCLINE TRAMWAY

Three Others Seriously Injured in Leaping From Flying Cars, Released from Cable by Broken Draw Bar—Former Well Known Bisbee Man Among the Dead—Also New York Mining Engineer Who Was Visiting the Property

CLIFTON, ARIZ., Aug. 14.—(Special)—The dead as the result of a broken draw bar on an ore car of the Coronado mine incline yesterday roared a total of nine. They are:

William Anthony Schaeffer, New York, mining engineer.
E. M. Jones, Clifton, machinist.
G. W. Cardwell, electrician, Clifton.
John McCann, Metcalf, helper.
C. E. Johnson, Morenci, machinist.
Two Mexican laborers, names unknown.

Two Italian cooks, names unknown. The accident, the worst in the history of this mining district in point of loss of life, has thrown the entire community in gloom. Of the five Americans killed, all except the New York mining engineer, were well known local people. Jones and Johnson had been here and at Morenci for a number of years.

The coroner's jury, which convened late today, will not convene. Its investigation until tomorrow. Sufficient progress was made this evening, however, to determine that the accident was due to a flaw in the draw bar of the second of the two ore cars on which the men started down the incline. Examination of the draw bar shows the point of breakage, still fresh and an older crack in the metal.

Beside these killed, A. J. Liddell, Mine Superintendent Scott and A. J. Amboy were seriously injured. They saved their lives by jumping from the car on which they were riding when the draw bar pulled. Liddell's recent fall came from Douglas, where he was an auditor with Phelps-Dodge. He has since been with the A. C. Co. in similar capacity.

Coronado incline has length of 2300 feet and is the longest in ore haulage in the world. It is set to the steepest, having an incline of 45 degrees. Across the gulch is the steeply inclined in the world, that of the Shoncho copper mine. Coronado incline has been in service more than fifteen years. It is just about to be displaced by a tunnel, driven 1,000 feet beneath the mountain top and 300 feet the lower mining level of the

fort to suggest a peaceful ending of the Mexican revolution.

Informal assurances were received by President Wilson that foreign governments are disposed to look with favor on the peace policy pursued by the United States and in turn the Washington administration intends to keep these governments fully advised as to the steps taken by John Lind, personal representative of the president.

Definite information came from the White House today concerning Lind's mission to the effect that he carried the views of the American government toward Mexico in writing and would present his views through charge O'Shaughnessy when the best opportunity offered. He will probably not act, however, before next week. It was learned that while various ideas are suggested throughout the document there is no direct proposal of interference by the United States in the course of Mexican politics.

Coronado mine at 200 feet, the intention being to drop the ore to the tunnel cars instead of lowering them over the incline. The incline was not used as a passenger traffic way in the ordinary sense. The men on the cars yesterday had been at the top on special visits, with exception of Johnson, who had come over from Morenci and was permitted to ride down as a matter of convenience. As a rule riding on the cars was only by permit and was not encouraged. For while, but one previous accident had been had, that entailing the life of one man some years ago, it was realized that operation of the incline was in the nature of things not without risk.

Yesterday the cars, carrying the usual twelve tons of ore each, had just been shoved from the platform at the top of the incline with their passengers standing on the outside at each car end when the draw bar let go. Safety chains attached to the rear car snapped as the weight of the lead jerked upon them. No possible means of checking the cars remained. They remained on the track about 200 feet and then leaped to the rocky face of the precipitous mountain side down which they rolled several hundred feet more, at frightful velocity. How fast they were going when they left the track, no one may ever know, but terrible speed must have been attained in a very few seconds on the steep incline.

The killed were all mangled beneath the loaded cars as these tumbled over and over after leaving the track, or crushed by the violence with which they were hurled upon the rocks of the mountain side.

The fact that all three men jumped is only accounted for on the theory that the others did not realize what had happened until too late, or were so crowded on the ends of the cars that they could not leap—or risked the chance of staying with the cars.

The bodies of Jones, Cardwell, Johnson and McCann and the four freighters were interred today, being in such mangled condition as to necessitate immediate interment. Upon implicit instructions from New York, the best preparation of the body of Schaeffer was made and it was expressed to New York in a hermetically sealed casket. He was here as the representative of eastern interests desiring information about the property and during the day had been visiting the Coronado workings in company with Superintendent Scott.

All of the injured were tonight considered in a fair way to make recovery, though this cannot yet be assured by the physicians.

WAS BISBEE ELK
Bisbee Elks lodge was notified yesterday that among those killed in the accident was G. Cardwell, well known here and in Cananea and Douglas. For a number of years Mr. Cardwell was connected with the smelter here, later holding the position as creman in the Douglas smelter and later a similar position at Cananea. A brother, William Cardwell, now in Hurley, N. M. and who

has been notified of the accident, is also well known here, having been engaged in the assay business in Bisbee and later becoming assistant assayer at the C. & S. smelter at Douglas, under W. H. Worthington. The telegram to the Elks lodge stated that the body was so badly crushed that it was impossible to ship it and that interment was made at once. The funeral was held yesterday afternoon.

WILL DEMAND OFFICIAL POST

Lieutenant Governor of New York Today Will Attempt to Oust Sulzer; Mrs. Sulzer Seriously Ill

ALBANY, Aug. 14.—Lieut. Governor Glynn will make a formal demand on Governor Sulzer tomorrow for possession of the executive chamber in the capitol and will thus bring to an issue the question as to who is governor of the state of New York.

Meanwhile the governor's wife, who is expected to be the star witness at the trial, lies in a critical condition at the executive mansion. Her nervous collapse of yesterday grew so serious that the governor this morning sent to New York for two specialists.

The whole machinery of the state government is demoralized today as the result of the unique contest between rival claimants for the executive office.

Governor Sulzer made no effort today to resist service of the assembly's articles of impeachment and calling upon him to appear before the court of impeachment, September 25.

ANNUAL LOG DRIVE
315,000 Ties Make 100-Mile Trip From Espanola to Domingo; Value \$150,000

ALBUQUERQUE, Aug. 14.—The annual drive of railroad ties of the Santa Barbara Tie & Pole Co., was successfully completed yesterday at the company's boom near Domingo, forty miles north of this city.

There were 315,000 ties in this year's drive, valued approximately at \$150,000. They were loaded in coal-cars and brought to the local cross-tieing plant for treatment. According to A. B. McGuffey, manager for the Santa Barbara Tie & Pole Co., over one hundred men were employed in driving the ties from the mountain streams above Espanola down the Rio Grande to the boom, a distance of about 160 miles. The journey was made in less than three months.

ENCAMPMENT ENDS
DENVER, Aug. 14.—With the election of Grand Encampment officers and selection of Los Angeles as the next convocation city the thirty-second triennial convocation came to an end tonight.

WILL MEET WESTGARD AT TUCSON

Pathfinder Finally Decides to Take in Tucson; Is Victory For the Best Established Route

COMMERCIAL CLUB URGED BORDERLAND

Bisbee Good Roads Boosters Will Meet Autoist in Tucson, Leaving For Old Pueblo This Morning

W. O. Westgard left Phoenix last night for the Borderland route, for Tucson, and will arrive in that city this morning according to a telephone message received last night by J. H. Gray. This morning Mr. Gray, together with members of the good roads committee will leave by auto for Tucson and will join in the reception to the good roads booster.

J. H. Henderson left Phoenix because he was unable to obtain any trace of Westgard. Later he was located at Agua Caliente and he arrived at Phoenix yesterday noon. Meantime on Wednesday morning, E. R. Ladd, manager of the Tucson Star received a letter from the Tourist Bureau of the A. A. A. which said: "It is no doubt best for me to say to you direct, rather than have you hear it from any other direction, that incidental changes have been made in Mr. Westgard's route from San Diego to Washington. After weighing carefully the advantages of operating with the Southern National Transcontinental Highway Association, especially as they are now organized in every state, have decided to instruct Mr. Westgard to come east via Globe, Clifton and Lordsburg to Las Cruces and El Paso.

"At the same time we have arranged with E. L. Ferguson, who crossed the continent with the Auto Club last summer and has made several long continental trips, to take the log of the route from Lordsburg through Douglas and Tucson to Phoenix.

"Mr. Ferguson ought to pass through Douglas in the not distant future, as he is already heading south, it is our expectation to show both of these routes with equal prominence in the book.

"My reason for writing you now without waiting for further development is lest you should hear something about this from some other source, and come to the conclusion that the route through Phoenix and Tucson would not be logged.

Tucson would not see some day as a clipping from the Arizona Daily Star, Tucson, speaking about Mr. Westgard's contemplated arrival; and in order that the situation may not be misunderstood there, I am sending a copy of this letter to the Star.

Yours very truly,
A. A. A. Touring Bureau.
Mr. Ladd telephoned the contents of this letter to Secretary Gray of the Auto Club who sent the following telegram to the A. A. A. in New York.

"Touring Bureau A. A. A., 437 Fifth Avenue New York.
Emphatically urge that Westgard make trip over Borderland as originally planned. This is especially desirable because of El Paso to Phoenix race in November. Warren District Auto Club."

Gray telephoned to Douglas and took the matter up with the Chamber of Commerce there and had them take up the matter with Douglas, Lordsburg and El Paso. These cities also sent messages. Douglas telegraphed to Westgard himself.

On the arrival of Westgard in Phoenix it was learned that his instructions had been changed and more telegrams were sent. Gray was in a hurry to get the following to the Touring Bureau in New York.

Bisbee, Douglas, Tucson and Florence Westgard over the Borderland route. Have done this at considerable expense of time and money. Other route is now impassable. Cannot get through but Borderland is all the way. In the name of fairness and better roads cause we ask that you instruct him to proceed over the Borderland.

PRINCESS A FLIRT? HAS MANY ROMANCES



Grand Duchess Olga. St. Petersburg society is agog with the latest romance of Princess Olga, the beautiful daughter. Her third engagement to an officer of high rank, is announced.

DROPS DEAD ON STREET

Deputy Sheriff Harris of Douglas, Widely Known and Esteemed, Victim of Apoplexy Last Night

DOUGLAS, Aug. 14.—(Special) Deputy Sheriff C. M. Harris of this city dropped dead on G avenue this evening about 8 o'clock from apoplexy.

Mr. Harris was passing the Lyric theater when he suddenly pitched forward to the sidewalk. Before a physician arrived, all sign of life was extinct.

The deceased was 52 years of age. He had apparently been in the best of health of late. During the evening he had conversed with friends on the streets as usual.

Sheriff Wheeler was immediately communicated with at Tombstone and at once left for this city. He held Mr. Harris in very high esteem, as did all who knew him.

Since 1908, Mr. Harris had been a peace officer in Douglas. He was to that time he had been a peace officer in Texas. He was credited with high bravery, fairness and good judgment.

The deceased is survived by a wife and one son, the latter about 22 years of age. Examination made of the body tonight indicated apoplexy as the cause of death. A coroner's inquest will be held in the morning at 9 o'clock.

STRIKER SHOT AT CALUMET

Killed Resisting Arrest; Deputy Wounded; Strikers Had Passed Guard Line and Refused to Go Back

CALUMET, Aug. 14.—One striking copper miner was killed and one deputy wounded tonight in the first fatal outbreak of the copper miners' strike.

The fight took place at Seaberville an Italian miners settlement. The dead miner was killed while resisting arrest.

EARLY VOTE ON TARIFF DEFEATED

Democratic Senate Leader Attempts to Bring Measure Up August 25 but Republicans Block Action

REPUBLICANS LOSE SENATOR WORK'S VOTE

Californian Will Return Home For Vacation; Senate Wades Through Many Schedules

WASHINGTON, Aug. 14.—An attempt by Senator Simmons, leader of the democratic tariff forces, to arrange a vote on the tariff bill in the senate for August 25 was blocked by Senator Gallinger, republican leader today.

Congress will remain in session until the "snow flies" and if necessary will prolong the extra session until the regular term begins in December to dispose of tariff and currency legislation. This was the decision of the democratic caucus in the senate tonight.

The democratic amendment putting wheat on the free list. The present duty is 25 cents a bushel on wheat and a duty of 25 percent on flour.

Democrats also defeated an amendment proposed by Senator Gronna to restore a 3 cent duty on eggs. Another amendment by Grinnin for duties on milk and cream was defeated.

The first definite effort of democrats to secure an agreement for an early vote on the bill failed when republicans served notice that consideration of the measure will be continued indefinitely. They denied the democratic charges that they were "filibustering" but insisted the tariff bill be debated "fully and freely" before consent and agreement for final vote.

DIVIDENDS OF AMERICAN MINES AND WORKS

From reports made to Mining and Engineering World to the end of July, 125 American mines and works enriched shareholders during the 7 months of 1913 to the extent of \$62,700,728. This does not include the \$14,227,073 disbursed by 10 securities-holding corporation which look for their profits largely to holdings in operating companies, nor does it include the profits made by non-reporting companies, nor privately-owned properties. Were these to be included it would be no exaggeration to state that American mines and works paid out in dividends during the 7 months of 1913 of no less than \$100,000,000.

The 125 companies mentioned above have had an enviable career in point of total dividends paid, for no less than \$85,523,287 has been divided among their shareholders. This is nearly \$65,000,000 in excess of issued capital. The 10 securities-holding corporations paying dividends in 1913, have a no less enviable record for they are credited with total disbursements of \$17,181,807.

Thirty-three of the 125 companies paying dividends in 1913, operate on properties, all but three in the United States, and they have to their credit so far this year disbursements totaling \$31,673,623. To date these companies have paid dividends totaling \$417,640,227 on a combined issued capital of \$288,996,857.

Ninety-six properties are classed as gold, silver, lead, zinc producers and they are credited with dividend payments in 1913 amounting to \$21,474,501. Since incorporation these companies have yielded profits in the shape of dividends totaling \$299,710,751 a return of \$39,914,504 in excess of outstanding capital.

Sixty-three of the above properties are located in the United States and they have paid dividends to date this year amounting to \$10,975,000 with total disbursements of \$199,358,195, with \$160,559,627 outstanding capital. Nineteen Canadian companies report dividends in 1913 of \$7,711,686 with total disbursements of \$49,012,471; outstanding capital is \$61,144,020. Fourteen Mexican companies have, under great difficulties, operated their properties with such profits as would permit the payment of dividends totaling \$2,787,916. These 14 companies have, however, total dividends payments of \$51,355,883, on an outstanding capital of \$32,152,590.

Six metallurgical companies paid dividends at stated intervals during the year totaling \$9,660,244 and to date have to their credit \$146,112,809.