

ANNEXATION DOES NOT WORRY SIR WILFRED LAURIER

Declares He Has No Fear of Ilterior Motives on Part of United States

SPEAKER IS APPLAUDED

LONDON, May 24.—The dinner of the Filistin society last night in honor of the Colonial premier was historic because of the unexpected and noteworthy plaid speaking by Sir Wilfrid Laurier, the premier of Canada.

Sir Wilfrid, addressing an audience composed of many of the great men of England, handled the annexation question without gloves. He began by expressing amazement that during his three days' stay in England he met so many people of standing voicing doubts concerning the designs of the United States against Canada. He scoffed at the idea of annexation being considered seriously on either side of the border.

Admires United States.

He expressed in warm terms his admiration for the people of the United States, but said that as much as he loved the American people, he loved Great Britain better.

Canada, in sharing the continent with the United States, he said, had a double interest in the treaty of arbitration between the United and the United Kingdom and exclaimed dramatically:

"I thank God that the relations between the two people never were so good as they are today."

No Guns Necessary.

The premier aroused enthusiasm when he said that Canada and the United States proposed to show the world two nations with the longest boundary extending from ocean to ocean, living in peace and mutual respect without a soldier or a gun on either side of that boundary.

Lord Roberts presided and welcomed the premier, Sir Arthur Grey, the foreign secretary, proposed the "Anglo-American arbitration treaty," speaking along the lines of his former utterances on this subject. He expressed pleasure at the arrival of the draft of the treaty from Washington. He announced he would enter the domain of practical politics and sincerely hoped the treaty would be concluded.

Defines Monroe Doctrine.

Defining the Monroe doctrine as meaning that no European nation should acquire more territory on the American continent, he added:

"Our policy is in full accord with that doctrine."

One of the speakers, the Canadian premier, was most impressive because his subject had aroused interest here. Sir Wilfrid spoke at length on the immigration of Americans to Canada and the apprehension expressed that they might threaten the integrity of the dominion. He said that the majority of them took the oath of allegiance to King George V. The last words of the Canadian

ROOT OPPOSED TO POPULAR ELECTION

Advices Against Changing Constitution With Reference to Senators

WASHINGTON, May 24.—With a warning from Senator Root against experimenting with the constitution and a caution from Senator John Sharp Williams that the south could not support federal supervision of senatorial elections, though favorable to direct popular vote, the senate yesterday spent two hours without action discussing the house resolution for electing United States senators by direct popular vote.

Root opposed the entire proposition to amend the constitution as to senatorial elections.

Williams said that with the election transferred to the polls and federal supervision retained, there would be the exercise of federal control when a senator is to be elected.

WIFE OF MINISTER HORSEWHIPS A MAN

CANEY, Kan., May 24.—Mrs. W. A. Haynes, wife of the pastor of the Christian church here, publicly horsewhipped Daniel Plovman, a widely known dairyman and member of the Caney school board, yesterday. Mr. Plovman swore out a warrant for the arrest of Mrs. Haynes and her son, who accompanied her.

The trouble grew out of a maneuver the election of a superintendent of the public schools. Mrs. Haynes wrote a communication to a local paper concerning the election. Plovman posted the clipped communication in the window of his store and appended the words:

"She says she is a religious woman."

Mrs. Haynes entered the Plovman store and demanded that the clipping be removed. Plovman refused. Then Mrs. Haynes attacked him with a riding whip.

WEST VIRGINIA G. A. P. MORGANTOWN, W. Va., May 24.

The annual encampment of the Department of West Virginia, Grand Army of the Republic, and the annual meeting of the Woman's Relief Corps, Ladies of the G. A. R., and the Sons of Veterans opened today and will continue through Thursday. Today was given over largely to the reception of the visitors and the preliminary business of the encampment. The city is handsomely decorated in honor of the veterans.

ILLINOIS FORESTERS.

AURORA, Ill., May 24.—Aurora is today entertaining the annual session of the high court of Illinois, Independent Order of Foresters. Nearly 200 delegates representing the local lodges of the order throughout the state were on hand at the opening of the gathering.

premier were almost drowned in applause. "We believe," he said, "that the day will come of an alliance of all lands springing from England's loins, insuring the peace of the world forever."

GOVERNOR WRITES COCHISE BOARD ABOUT ROAD

Mr. G. J. McCabe, Chairman, Board of Supervisors, Tombstone, Arizona.

Dear Sir: I have before me a copy of the resolutions adopted by the Board of Supervisors of Cochise county at a recent meeting on the subject of Territorial Highways.

While the members of the Territorial Board of Control welcome any frank and candid criticism which has for its purpose the adoption of wiser and more efficient methods of administering the Territorial road law and are ready to profit by such criticism, permit me to suggest that to be helpful, such criticism should be at least just, and that no other sort at least should be placed on the records of a responsible official body like the Board of Supervisors. In the present instance, it seems to me that your Board has misconceived both the letter and the spirit of the Territorial road law, and the duties of the Territorial Board of Control with respect to its administration, and that certain of the recitals contained in the resolution embodying their origin in such misconception. For this reason I have concluded to state somewhat at length my construction of the law, and that of the other members of the Board of Control, and our attitude with regard to the matters referred to in your resolutions.

It is quite apparent from a casual reading of the law of 1909 that its object was the construction and maintenance of a system of Territorial highways. These roads are to be built by the Territory and when built are to be the property of the people of the whole territory. It was never the purpose to construct county roads through the instrumentalities of the Territorial Board of Control and Territorial Engineers. The cost of construction and the cost of maintenance of highways when built is to be a territorial charge. Indeed, every county in the Territory contributes something towards the building and maintenance of the highways. Certain counties in which the roads are actually built are expected to contribute an additional sum, but, nevertheless, the people of Apache county are interested and contribute to the building and maintenance of roads in Cochise county, as do the people of Cochise county in the construction and maintenance of roads in Coconino county. All the money collected by means of the levies for road purposes goes into one fund to be expended for the benefit of the Territorial Highways and bridges.

Again, no limitation whatever is found in the Act requiring the expenditure of the money raised by means of any levy within any given period of time. The law distinctly implies otherwise, for the very nature of the work to be done would render this impracticable. A highway in a mountainous region cannot be built quickly. Bridges are to be constructed, and such as are needed across our largest streams cannot without unduly adding to their cost be built within less than a year. Then, too, the method of letting the work by contract adds materially to the time needed to construct both highways and bridges. The funds raised under the Act being Territorial funds, and the highways and bridges to be constructed becoming under the law Territorial property,

the law wisely leaving to the Board of Control and the Territorial Engineer the duty of selecting and designing such highways and bridges as are to be built. The reason for this is quite apparent. The purpose of building Territorial Highways is to connect the various sections of the territory by a system of roads which will make travel and transportation easy from one section to another and also open up and make easy of access to the people of the territory our various points of interest, such as the Grand Canyon and other scenic attractions; the legislature undoubtedly had in mind also the fact that a system of Territorial Highways would bring yearly thousands of tourists and others to the territory resulting not only in an increase in population but also in bringing the advantages which result from the visit of large numbers of tourists to the various sections of the territory are to be benefited by every bit of road building. Mere local convenience could and should not control in the laying out of such a system.

It is not the purpose of the law that the construction of Territorial Highways shall supersede the work of building county roads and other roads for local use. The various sections of the territory should be included in any Territorial scheme, leaving to the Boards of Supervisors the matter of constructing and maintaining all roads which are purely of local convenience or importance.

The Board of Control in formulating a scheme of Territorial Highways considered carefully the situation in Cochise county and resolved upon two routes, one beginning at Douglas and running thence to Bisbee and thence to Tucson, and the other beginning at Douglas and running North through the Sulphur Springs Valley and thence on to connect with the East and West Highways at some point on the Gila River. This scheme when completed will give Cochise county nearly one hundred and fifty miles of roads, more mileage in fact than any other county in the territory. Then, too, these as laid out will be of great local convenience, and possibly in this respect more so than elsewhere in the territory. It would be unfair manifestly to the rest of the territory if we were to depart from the principle of regarding the Territorial Highways from the Territorial standpoint in the case of your county, for it must be remembered that every section of the territory is interested in any bit of highway constructed anywhere in the territory, and the fact that Cochise county may or may not contribute largely does not change the principle.

The Territorial Board has thus far expended its resources as best it could and has endeavored to utilize them to the best advantage. At the outset the board needed data in the shape of surveys before it could intelligently lay out a system of highways. These surveys cost a large sum of money and required several months of time. There was an immediate necessity for the construction of a bridge at Florence inasmuch as the prison lay on the south of the Gila river, while the only railroad approaching the place was on the north side. There also seemed to be an immediate necessity for the construction of a bridge across the Verde at Camp Verde. These bridges are built and the cost of the same has taken up a considerable portion of the funds.

Thus far the money in actual road building has been spent in Gila, Yavapai and Cochise counties. The county of Maricopa has had to date expended within her borders not to exceed three thousand dollars. In Yuma, Yavapai, Coconino and Graham counties no money has been expended thus far except in survey work. In your county we are now constructing a road between Douglas and Bisbee. In this connection permit me to call attention to a statement in your resolutions which, it seems to me, is both a misapprehension of fact and a misconception of the law. You complain that the highway now being built does not pass through Bisbee. Under the road law Territorial Highways cannot be constructed within any incorporated city. We can only build to the city boundaries. The road from Douglas to Bisbee stops at Lowell. We cannot extend it up the canyon through Bisbee inasmuch as we cannot assume control of the streets of a city. We are right, therefore, in building to Lowell and inasmuch as it reaches the corporate limits of the town, in designating the road under construction as one from Douglas to Bisbee.

Now with reference to a change in the route from Bisbee to Tucson. To build over the present location would give the most direct route from Bisbee to Tucson and, as our engineers report, the cost of construction and of maintenance would be comparatively small compared with that of any other route that might be selected. Our engineers also report, and his report is confirmed by such information as we can obtain from all sources, that it is impracticable to build a highway to Tucson by way of Benson. The character of the country in the vicinity of Benson practically forbids any hope that such road could be built and maintained. To be sure, we could build through Tombstone canyon to Tombstone, and then west to the present line of survey. Besides increasing the distance at least fifteen miles this route would greatly exceed in cost the route now designated. In determining this matter occurred to the board that if local conditions were to be considered in the convenience of the people of Bisbee, Lowell, Naco, Osborn and Douglas, comprising from the census reports a population of nearly twenty thousand people should be con-

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JURY DISAGREES IN TRIAL OF BLACKBURN

SAN FRANCISCO, May 24.—The jury in the trial of Former Supervisor Daniel E. Blackburn of San Mateo county, who was accused of accepting a bribe, disagreed today, several standing for conviction and five for acquittal. The panel was discharged and the retrial set for June 12.

MORE LABOR LEADERS MAY BE MIXED IN IT

LOS ANGELES, May 24.—Bert H. Conners and John Mansell Parks, iron workers, arrested yesterday on suspicion of conspiring to dynamite the county hall of records early in the morning of September 9, 1910, were before the grand jury all day and may be recalled tomorrow. Subpoenas have been issued for Ed Hendrix, secretary of the local union of the iron workers, and George Gunrey, secretary treasurer of the union strike committee here.

TENNESSEE BAR.

NASHVILLE, Tenn., May 24.—Leading lawyers and jurists from all parts of the state are attending the thirteenth annual meeting of the Tennessee Bar association, which began its sessions today at the Hermitage Hotel. Geo. Luke E. Wright of Memphis, Frederick N. Judson of St. Louis and several other leading authorities of national reputation are on the program for addresses. The sessions will last three days.

TO LAUNCH WYOMING.

PHILADELPHIA, Pa., May 24.—Arrangements have been completed at Camp's shipyard for the launching of the ship of the 25,000-ton battleship Wyoming. The vessel will be christened by Miss Dorothy Eunice Knight, daughter of a former chief justice of the Wyoming supreme court. An official delegation from the state of Wyoming and a number of representatives of the navy department at Washington will attend the launching.

FORMER CHIEF ON TRIAL.

SEATTLE, Wash., May 24.—The case of Charles W. Wapplerstein, former chief of police of Seattle, against whom several jury indictments were returned as a result of the recent investigation of municipal affairs was called in court today for trial. The indictment on which Wapplerstein is to be tried first charges him with accepting a bribe as protection for running a gambling house.

A. M. E. CONFERENCE.

NEWPORT, R. I., May 24.—The sixtieth annual session of the New England Conference of the African Methodist church opened in Newport today with Bishop Gaines of Atlanta presiding. The sessions will last four days.

sidered above that of the people of Tombstone. St. David and Fairbanks numbering altogether not to exceed two thousand.

While the board does not recognize the right of the local Boards of Supervisors to control the matter of the disposition of the Territorial road fund or the selection and location of Territorial Highways, the board does welcome reasonable suggestions from such boards looking to the wise selection and location of highways. It is possible that your board may in this instance have overlooked considerations which should enter into the matter of the selection of the route west from Bisbee, and it may be that the Board of Control has made a mistake and that after all the route by Tombstone would be more desirable. We, therefore, suggest that your board take up the matter with the people of Cochise county with a view of ascertaining whether a majority of the people interested favor the expenditure of the additional money needed and the building of the longer route through Tombstone and Fairbanks, and should it become apparent that such route is so favored, unless there be engineering difficulties not now known to exist, we will, if then in office, adopt such route. All we ask is that there be a full and fair discussion of the matter by the people interested and some method adopted by which the consensus of opinion may be secured, and in this behalf I suggest that you have your county surveyor run the lines of the proposed route and report as to the character of the country covered by it so that the facts may be fully known. Very respectfully, (Signed) RICHARD E. SLOAN.

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Never before in the history of Wash Goods selling have the people of Bisbee had the opportunity to buy new, fresh desirable fabrics at the prices we offer in this great sale. This gathering embraces the newest and most wanted colors and printings brought out this season. There are beautiful dress cottons in such infinite variety of design and colorings that every taste can be gratified, whether simple or fastidious. Some of these effects possess an exclusiveness which will cause them to move quickly at the safe prices---you will wisely make your selection early.

50c Silk Marquisette 35c

Silk Marquisette in plain colors and all new evening shades, a rich, silky finish that will not come off in the wearing, 50c quality at 35c a yard.

40c Fancy Voiles 30c

Fancy striped Voiles in cadet and navy blue, champagne, gray and black, 27 inches wide. Little need to tell what handsome wearable summer dresses it will make---40c quality at 30c a yard.

35c Novelty Tissue 25c

Novelty Tissues, 27 inches wide, plaids in beautiful new color combinations, and new striped and checked patterns, worth regularly 35c a yard, on sale today at 25c.

25c Poplins 17 1-2c

Nothing better for all kinds of pretty summer frocks than these beautiful mercerized Poplins. In all plain colors and pastel shades suitable for evening wear. 25c quality at 17 1/2c a yard.

35c Dimities 25c

You'll not find anything for dainty dresses at the price that will compare with these pretty Dimities, beautifully sheer in flower strewn patterns. 35c quality at 25c a yard.

20c Pongee 15c

The varieties are so great, the patterns so attractive, that you'll want two or three dresses of this popular material; 28 inches wide, 20c quality at 15c a yard.

35c French Gingham 25c

Imported Scotch Zeubras in endless variety of plaids and stripes. For the dressmaker one wears informally these are the prettiest yet, 32 inches wide, 35c quality, on sale today at 25c a yard.

15c Linene 12 -2c

French Linene in pink, old rose, reseda, lavender, tan, gray and cadet blue; 24 inches wide means economy in the cutting too. Sells regularly at 15c a yard, sale price 12 1/2c.

12 1-2c Gingham 10c

The color range is one of the handsomest we have ever shown and are absolutely fast---will receive a visit to the wash tub in a most pleasing manner; 28 inches wide, 12 1/2c quality at 10c a yard.

30c Dress Crash 10c

Pure Linen Dress Crash, in cream and natural linen colors, it will wear well and launder perfectly; 36 inches wide, the quality that regularly sells for 30c a yard on sale for 20c.

35c Linen Stripes 20c

Fancy Dress Linens, in white and tan grounds with pencil stripes, very popular this season for Tailored Jacket suits, 27 inches wide, regular 35c quality, specially priced at 20c a yard.

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