

EUROPE VIA ORIENT

New Departure in Shipment of Grain from Northwest.

NEW ROUND-THE-WORLD ROUTE

Halewood Goes to Astoria Drawing 22 Feet 7 Inches—Universal Clearance for Siberia—Marine Notes.

Something strictly new in the wheat-exporting business came to light yesterday in the charter of the British steamship *Glentworth* by Dowell & Co., to load on Puget Sound for Europe by way of the Orient and Suez Canal. A great many cargoes of Pacific Coast wheat have been sent round the Horn by steamer for the European market, but the shipment which goes out on the *Glentworth* will be the first that has ever gone by the way of the Orient. The *Glentworth*, which is the first of a regular line that will ply between Pacific Coast ports, the Orient and Europe, will load on her first outward trip about 3000 tons of wheat, and will fill up the remainder of her 6000-ton space with freight for the Orient. She will touch at Yokohama, Kobe, Hong Kong, Manila, Singapore and Colombo. There is always a large local traffic between these ports, and the steamers will discharge and load at each of them. At Colombo, which will be the last port touched for business, they will fill up to their capacity.

Freight offerings from Europe to the Orient are always heavy, and there will be no difficulty in securing full outward cargoes from Europe for the steamers coming this way. They expect to secure through freight from Europe to the Pacific Coast to enable the steamer to fill up to her capacity when she leaves the Orient to cross the Pacific. The *Glentworth* is a twin sister of the *Glendochy*, which loaded lumber in this port about three years ago. The latter steamer is now en route from the Orient to the Sound to load a full cargo of wheat for Europe, and she will have no other freight, will follow the old route by way of Cape Horn. On arrival at Europe, she will probably come out in the new service.

CHANNEL TO THE SEA.

Halewood Goes Through Without Delay Drawing Nearly 24 Feet.

The O. R. & N. Co.'s steamer *Oklahoma*, in charge of Captain Samuel Colson, arrived down at Astoria at 10 o'clock Sunday afternoon with the British ship *Halewood*, drawing 22 feet 7 inches. This is the deepest-draft sailer that has been taken down the river for many months, and she was taken through with no delay whatever except anchoring one night on the way. As a matter of fact, she was on the way less than 30 hours, including the time lost at anchorage. The *Halewood* at the time the *Halewood* went down had felt none of the effects of the rain of Saturday evening, and the water is but little above the normal mark. Taking into consideration, it will be seen that the channel is in better shape than ever before at this season of the year. The fact of taking a ship of the *Halewood*'s draft through without delay is a great credit on Captain Sam Colson, who is one of the best pilots that ever went down the river.

Recent allusion has been made of late by correspondents from the mouth of the Columbia to a report of the Government showing but 19 feet of water in the river. At the same time not a grain ship has left this port this year drawing less than 20 feet of water, most of them drawing 22 feet draft, and quite a few 23 feet. If a sailing vessel drawing 23 feet 7 inches can go through without touching, it will require much of an effort to force a 24-foot ship over the few high spots in the channel, and within six months there will be enough taken off these few high spots to enable ships to go through to Astoria without delay. Work must then be concentrated on the channel from Astoria to the sea. The condition there is shown in the case of the *Gertrud*, which has already been mentioned. Going from Astoria to sea as she was in going from Portland to Astoria.

TROUBLES OF A STEAMSHIP.

Went to Colombia for Cargo of Fruit but Narrowly Escaped Seizure. MOBILE, Ala., Nov. 25.—The officers and crew of the Norwegian fruit steamer *Bratton*, which has arrived here from Colombia, have been arrested by the United States authorities. The steamer was loaded with fruit, and the officers and crew were charged with smuggling. The steamer was put into port on November 12, intending to get a cargo of fruit. The revolutionists attempted more than once to seize the *Bratton*, and her officers and crew were several times in danger of being shot. Finally, the Colombian Government ordered the steamer to leave the river and to return to the sea. The steamer was finally obliged to return to Mobile without a cargo.

TWO NEW STEAM LAUNCHES.

One for Service at Astoria and One for Alaska.

ASTORIA, Nov. 25.—A 20-horsepower gasoline engine arrived from San Francisco today for the new launch being built by O. P. Graham at Warren-ton for Puget Sound. The launch will be used to do boating for ships in the harbor. The dimensions of the boat are as follows: Length, 45 feet; beam, 14 feet; depth of hold, 3.5 feet; tonnage, 14 tons gross.

REPAIRING THE JETTY.

First Bargeload of Piles Was Delivered Yesterday.

The work of repairing the Jetty at Fort Stevens preparatory to extending it farther seaward is now fully under way. The Oregon Round Lumber Company, which has the contract for the piling, yesterday delivered the first bargeload of piles to the Jetty. The bargeload consisted of 1000 feet of lumber from this city for use on the Jetty. The contractors for the piling are securing supplies from Kalama River and Astoria, and are taking them down on the barges *Defender* and *Columbia*. It is probable that supplies of rock will be secured from a point nearer than Fisher's Landing, where the former supplies have been taken from. An effort is being made to form a quarry on or near the line of the Astoria & Columbia River Railroad. This would enable rock to be delivered much cheaper than in the old way, as cars could be run from the quarry right to the dumping place on the Jetty.

CARGO FOR SIBERIA.

Universal Clearance With Flour, Fruit and Axes.

The Norwegian steamship *Univers* finished her cargo at this port Sunday noon

and left down shortly afterward. The *Univers* was chartered by the North American Trading Company, of San Francisco, and brought a part cargo from the Bay City with her. The cargo from Portland consisted of 250 barrels of flour, valued at \$25,000; 10 boxes of oranges, 500 boxes of axes and 300 boxes of hatchets. The value of the Portland cargo on the steamer was about \$5,000, and that from San Francisco about the same. The main draft from San Francisco shows a typical California cargo, and the products of that state are well represented. There were also, honey, canned fruit, raisins, figs, soap, salt beef, cream, apples; butter, oats, salt, lard and hams. The steamer arrived down at Astoria last evening, and will leave out this morning.

New Steamship.

The steamer *Acme*, now being built at San Francisco to ply between that place and the Sound, will be ready for work about April 15. This boat will be fitted with the latest devices for prompt and efficient work being lighted throughout with electricity and having engines of 500 horse-power. Her length is 185 feet, beam 34 feet, and she will draw but nine feet of water when loaded with 2500 tons of lumber, and 11 feet when loaded with 5000 tons. She will make weekly trips after being placed on the run between Siuslaw and San Francisco.

No Unpleasantness Over Centennial.

SEATTLE, Nov. 25.—The Nome steamer ship *Centennial* is several days overdue, but her Seattle agents say there is no occasion for uneasiness. When the steamer *Centennial* left Nome, November 5, the *Centennial* had a large amount of freight to unload. There was a shortage of lighters, and the steamer was delayed. The agents think that this, together with the fact that she was to tow the disabled *Santa Ana* to Dutch Harbor, explains the non-appearance of the *Centennial*.

Schooner Advance Wrecked.

PORTSMOUTH, N. S., Nov. 25.—The schooner *Advance* was washed ashore on Wallis sands, with no signs of life aboard. The schooner was from the coast of Maine, and was bound for Portland. It was blown off by a passing vessel or has been blown down can only be conjectured. There is a chance that they may have reached the Isle of Shoals, eight miles to the eastward.

Wrecked on the Lake.

LORAIN, O., Nov. 25.—Thousands of dollars of damage has been done by the storm on Lake Erie, which began last night and is still raging. The schooner *St. Lawrence*, which went ashore a few days ago, has been broken into pieces. The harbor is in danger of destruction. Over 1000 tons of grain is gone, and the west pier is also threatened.

Coal Steamer Burning.

ALPENA, Mich., Nov. 25.—The steamer *St. Paul*, laden with coal, is afire four miles out from the harbor. The fire is believed to have been caused by a passing vessel or has been blown down can only be conjectured. There is a chance that they may have reached the Isle of Shoals, eight miles to the eastward.

Marine Notes.

Twenty-four feet of water was reported on Coos bar one day last week at low tide. The keel for a schooner was laid at North Bend last week. The vessel will be 180 feet long.

The *Mandelay* arrived at Coos Bay last Wednesday from San Francisco. She averaged 10 knots.

The steamship *Kvarven*, which is due from Coos, had failed to put in an appearance off the bar at dark last evening.

A heavy fog off the mouth of the river yesterday morning delayed the steamer *Columbia* so that it was nearly 9 o'clock last evening before she reached her dock.

Captain Frederick Bolles, for many years master of the steamship *Columbia*, and at present inspector of hulls at San Francisco, was in the city yesterday on his way to Seattle.

Domestic and Foreign Ports.

ASTORIA, Nov. 25.—Arrived in 17 noon and left up at 2:30 P. M.—Steamship *Columbia*, from San Francisco. Arrived at 10:30 P. M.—Steamship *Despatch*, from San Francisco. Arrived down at 7:15 P. M.—Norwegian steamer *Univers*. Left up at 1:30 P. M.—British ship *Asiatic*. Arrived at 1:30 P. M.—United States steamer *Perry*. Condition of the bar at 5 P. M., rough; weather hazy; no wind.

Hogquiam-Sailed November 25.—Schooner *Star*, for Aberdeen, for San Francisco.

San Francisco, Nov. 25.—Arrived—Steamer *Williamette*, from Seattle; steamer *Mandelay*, from Coquille River. Sailed—Schooner *Mayflower*, for Coquille River.

San Pedro—Arrived November 25.—Bark *Tidal Wave*, from Tacoma; schooner *Nokomis*, from Seattle; schooner *Challenger*, from Seattle. Sailed—Schooner *Ludlow*, for Townsend.

Yokohama—Arrived November 25.—British steamer *Empress of Japan*, for Vancouver.

Redondo—Arrived November 25.—Schooner *Orient*, from Whatcom.

Falmouth—Arrived November 25.—German bark *Arnold*, from Victoria, and reports her captain died at sea.

Hilgo—In port November 1.—German bark *Hersogin*, Sophie Charlotte, for Astoria.

Yokohama—Arrived November 25.—British steamer *Empress of Japan*, from Vancouver. Sailed October 25.—German ship *Alsterufer*, for Oregon.

New York, Nov. 25.—Arrived—Staten Island, from Rotterdam; Burgundia, from Naples, etc.; Cymric, from Liverpool.

Port Blakeley—Sailed November 24.—Chilean ship *Temuco*, for Valparaiso.

Port Townsend—Arrived November 25.—Bark John Smith, from Nagasaki.

Victoria, Nov. 25.—Arrived—British steamer *Emerald*, from Yokohama.

Yokohama, Nov. 25.—Arrived previously—Steamer *Gaelic*, from San Francisco.

Hongkong, for Hilgo, Shanghai and Hong Kong.

Cherbourg, Nov. 25.—Sailed—Friedrich der Grosse, from Bremen and Southampton, for New York.

Boston, Nov. 25.—Arrived—Sylvania, from Liverpool.

Gibraltar, Nov. 25.—Arrived—Fuerst Bismarck, from New York for Naples and Genoa.

Southampton, Nov. 25.—Sailed—Friesland, from New York for Antwerp.

Lisard, Nov. 25.—Passed—Pennsylvania, from New York for Plymouth, Cherbourg and Hamburg.

New York, Nov. 25.—Arrived—Meauba, from London.

To and From Alaska.

WASHINGTON, Nov. 25.—Acting Assistant Surgeon Clarence A. Treuholtz, U. S. A., is relieved from duty in the Department of California, and will proceed via Seattle and Skagway to Fort Egbert, Alaska, and report in person to the commanding officer of that post for duty, and by letter to the commanding General, Department of Alaska.

Acting Assistant Surgeon H. Newton Kierulff, U. S. A., now at Seattle, Wash., is relieved from further duty in the Department of Alaska and will proceed to San Francisco and report to the Surgeon General of the Army for assignment of contract.

Charged With Grand Larceny.

NEW WHATCOM, Wash., Nov. 25.—E. Y. Grasset, manager of the late banking firm of E. Y. Grasset & Co., was arrested today charged with grand larceny. The complaining witness was a depositor in the bank and the trouble arose over deposits which she alleged were taken by Grasset when he knew the institution was in a failing condition. Grasset's bank was recently absolved by the Secretary-American Bank of this city. He was released upon \$1000 bonds.

CATING OFF EXPENSES

UNION PACIFIC TO DISCONTINUE ITS PORTLAND OFFICE.

Also Other Offices in O. R. & N. and Oregon Short Line Territory—Result of Conference.

OMAHA, Neb., Nov. 25.—The meeting of the officials of the Oregon Short Line and the O. R. & N. Co., with the Union Pacific officials at Omaha has resulted in an order that will do away with Union Pacific representatives at all points along the Oregon Short Line and the O. R. & N. The plan is to have the officials of the short line and the O. R. & N. Co. attend to the business of the Union Pacific as well as their own, thus cutting down the general expenses. As a matter of fact, all three roads are owned and controlled by the same people, but operated by different managers. Just what will be done with the deposited officials of the Union Pacific at Portland, Seattle, Salt Lake City and perhaps Ogden is not known, but it is believed when the change is made that most of them will be taken care of at other points.

(Portland railroad men in position to know something about the relations of the parts of the Union Pacific system to be taken to take the foregoing dispatch with a grain of salt. They admit that it may be true in the main, but part of it is wrong, and that the Union Pacific is not a whole. Though officials may be withdrawn, it is understood that the agents will hardly be "disposed." Moreover, the same reason for the withdrawal of the Union Pacific officials would argue in favor of withdrawing Oregon Short Line officials from O. R. & N. territory, and nothing appears to have been done toward that end. The conference at Omaha, last night, and the new telegraph line, last night, may be the result of a leak that may not be entirely accurate.)

WILL CROSS THE MOUNTAINS.

Indications That the Burlington Is Aiming for Puget Sound.

NEW WHATCOM, Wash., Nov. 25.—Superintendent Donovan, of the Bellingham Bay and British Columbia Railway, says that the extension of that road now being built to a point about half way up the western slope of the Cascade Mountains, would not end there, but would go a considerable distance further, and that the road would be let for the work. The present extension was only intended to reach the company's coal mines on Boulder Creek, and the extension to a point about half way up the western slope of the Cascade Mountains, would be a considerable distance further, and that the road would be let for the work. The present extension was only intended to reach the company's coal mines on Boulder Creek, and the extension to a point about half way up the western slope of the Cascade Mountains, would be a considerable distance further, and that the road would be let for the work.

The New Salt Lake Road.

LOS ANGELES, Cal., Nov. 25.—It is stated here that within a few days the property of the Terminal Railroad will be transferred to the Los Angeles & Salt Lake Railway Company. Several new locomotives and much additional rolling stock has been ordered, and there is every evidence that the work on the new road to Salt Lake will be commenced shortly and prosecuted with great vigor. The new road will be a branch of the Los Angeles & Salt Lake Road, and is authorized for the statement that the Burlington road is headed for Salt Lake. When Mr. Gillis, who has been recently learned that the Burlington had purchased several tracts of land in that city suitable for terminals and for the new road, was asked by a newspaper reporter what he thought of the Burlington surveyors' checks were given out about. He infers from this and other evidence of minor significance that the Burlington is in earnest and will certainly be extended to Salt Lake in the near future.

William A. Clark will leave here tomorrow for the East to remain until the first of the year, when he will return to Montana to further his interests in the Senatorial contest in the State Legislature.

No Agreement on Panama Contract.

NEW YORK, Nov. 25.—It was reported today that the Panama Railroad Company and the Pacific Mail Steamship Company had not yet come to terms on a new agreement. These companies have been operating under a five years' contract, which expires December 15. Under this agreement, the Pacific Mail line has an exclusive right to the freight business from Panama to Northern points on the Pacific Coast. The Pacific Mail Company, according to report has insisted on a renewal of this exclusive provision, but the Panama road is reported to have withheld its assent. Both sides have admitted that the contract about to expire has been of mutual benefit, but it appears to be the opinion of the Panama Company that outside companies ought to be allowed to compete.

Railroad Notes.

George Chalk, city passenger agent of the O. R. & N., has returned from Cape Nome, where he spent the summer.

D. H. Robinson, city ticket agent of the Chicago, Rock Island & Texas at Fort Worth, was in Portland yesterday.

It is reported that construction work on the Nevada, California & Oregon Railway will begin on the first of March, and that the road will reach Lakeview next year.

A meeting of the Transcontinental Association will be held in Chicago November 30 to fix rates for the Northwest League convention to be held in San Francisco next July.

A hundred tons of steel rails and four locomotives are en route from the East to Eugene. The rails are locomotives are for the California & Northern Railroad Company, incorporated to build from Eugene to Crescent City.

D. W. Campbell, formerly chief train dispatcher of the O. R. & N., but now assistant superintendent of the Washington division, with headquarters in Tacoma, left for home last night, after spending a few days in Portland.

M. J. Roche, of the Big Game Western, returned yesterday from Seattle, where he spent a month in connection with Alaska business. He says the later arrivals from Cape Nome bring better reports than the earlier ones, and that many of them will return to the North in the Spring.

Trouble Over Log-Driving.

The trouble over driving logs in North River, in Washington County, Washington, seems to be causing much concern among the settlers there. Some of them have organized a company and claim the right to handle all the product going down the river, at a certain fixed price. This is denied by another faction, who declare a clear water way should be maintained. The latter had a boom for receiving their logs, but the company blew the boom up with dynamite some time ago, claiming they had authority from the War Department to back up their actions. The settlers deny, basing their claim on the authority of Captain Henry Taylor, who told them they had a clear right to the stream as they own it. The old boom was

said to be a menace to log-driving and navigation, hence the reason for blowing it out.

Just exactly what the outcome of the affair will be at present is not apparent, but there appears to be a new boom company strenuously object to being forced to pay a certain sum per 1000 for running their logs on the river if the Government has given them a free waterway. A clash of result at any time between the opposing forces, and the Government will be asked to look into and settle the trouble.

Oregon Notes.

Two cases of measles are reported at Arlington.

Bumper will receive bids for building a new house tower.

Woodmen of Palsley will dedicate their new hall Wednesday.

The Dales has been shipping about 300 turkeys daily to Puget Sound.

C. S. Palmer is drilling a well at Condon. He thinks he can get water at 40 feet.

Clarence Whitman and Dan McLaughlin, La Grande, are making an automobile.

Marshfield has organized a football team and sent a challenge to the Coquille eleven.

The Lewis and Clark bridge, in Clatsop County, suffered slight damage from the late storm.

Work on the pipe line of the Baker City new water system has been suspended for the winter.

Forty-seven honorable discharges have been received at Astoria for members of the Naval Reserve.

Enterprise is in need of a hotel. A boarding-house turned away 14 applicants one day last week.

Frank Armstrong has bought 2500 sheep from William Smith, of Hay Creek, for \$1.50 per head.

William Shepherd, a Portland buyer, received 2000 wethers at Condon last week. He paid \$2.50 per head.

The Portland Bulletin reports that the sawmill of E. T. Roup, on Prairie Creek, has been destroyed by fire.

J. H. Yeakum made the record of "high boat" in fishing for the Marshfield canneries. He caught 153 salmon.

The Joseph Electric Light Company will light the churches of the town free if the Council will engage three street lamps.

Aaron Wade was awarded \$15 last Tuesday for a horse, in his suit against W. H. Graves over the price of some sheep.

An electric company has been formed for the purpose of lighting John Day and Canyon City. The capital stock is \$100,000.

The Tillamook Marsh has been ordered to compel citizens to have their chimneys kept clear of soot; also to keep the sidewalks clear of obstructions.

The new building for the Tillamook brick hotel arrived Thursday, and a force of 15 men is at work. The building will be ready for interior work by January 1, unless stormy weather delays construction.

The fish-traps of the Florence Canning Company and of O. W. Hurd are being removed, says the Florence West. There has been a very light run of salmon this season and the pack is much smaller than usual.

Mathew Ahr, of Myrtle Point, shipped last week to San Francisco a block of myrtle 54 feet long and two feet in diameter, and a stick of mahogany 45 feet long and two feet in diameter. The wood is for musical instruments.

The Yellow Fir Lumber Company has purchased the old Cooperage mill plant at Bay City, and is planning to supply a new plant purchased in Portland. The machinery at Bay City will be taken to the site of the mill at Jacob Blum's place, on Tillamook River.

The business men of the Tillamook County organized last week and elected officers as follows: J. H. Robbins, president; Gato J. Johns, vice-president; Seymour H. Bell, secretary, and J. B. Stoddard, treasurer.

W. F. Gibson, Tillamook industrial and commercial enterprises.

The Athens Light & Power Company has expended several thousand dollars in preliminary work. The plant will be located at the mouth of the Walla Walla River. The company has two plans in view. One calls for a six-foot barrel flume, which will develop 4000 horse-power, at an expenditure of \$100,000. It is not yet decided which plan will be adopted. The smaller flume will be put in, however, it will be an easy matter to add more power at any time. The company will supply light and power to Athens, Weston, Pendleton and Walla Walla.

Washington Industries.

Cotter & Rogers shipped from Puyallup to London last week 410 bales of hops.

The sawmill at Union City, on Hood's Canal, has obtained a contract for 4000 railroad ties from the Polkath Company.

The surveying party on Thompson's Island, now camped near Copalis. It has orders to stay until June. From appearances it is locating a railroad to touch the big bodies of cedar.

The best lot of logs ever seen on Puget Sound was taken to the mill of the Northwestern Lumber Company Thursday. There were 54 logs in the raft 61 to 100 inches in diameter, and averaging nearly 5000 feet of lumber each.

Wheat is quoted at 50 and 40 cents a bushel at Colfax, and at other grain-shipping points in Whitman County. Sale is slow. Aaron Kuhn, the grain merchant, reports that there still remains in the county unsold at least 1,000,000 bushels.

Olympia cydermen report that the recent severe frost did much damage to the cyder tree in places where the beds were not diked. The low tides now come during the night, and the extreme cold freezes for several nights had a telling effect on the cyders.

The fute mill at the State Penitentiary, Walla Walla, will resume operations in about two weeks. State Commissioner later says that, owing to the increased number of convicts, the mill makes more sacks than for three or four seasons. When run to its full capacity it can turn out 8000 sacks a day. There are now on hand about 100,000 sacks.

Shipment of apples in carload lots continues from Colfax. Zell M. Beebe, who is buying and shipping to Spokane, reports that he has shipped 30 carloads from Colfax already this fall, and expects to get several carloads more. This fruit is being shipped principally to Montana and the Dakotas. Several carloads have been shipped by Mr. Beebe as far East as Chicago. Edward Kimberley, of Lewiston, has purchased about 20 carloads of early and late winter apples.

William Faas, of Silver Creek, says the new gold discovery in that neighborhood is making the minds of the miners among the people there, but the coal prospects are good, and some good-paying mines will be opened in that part of the country.

The O. R. & N. has a corps of men prospecting at Monks. The engine is an excellent quality. Work is continuing on the Tacoma-Eastern road; men are felling timber and laying track at the same time. This company will open up and operate some coal mines near the mountains above Big Bottom.

At the low price of wheat Walla Walla County farmers are slow to dispose of their holdings, but occasionally a few thousand bushels seek the market. Andrew Evans, a Dry Creek farmer, said 6000 bushels of wheat to a local buyer at 44 cents, and Barnett Bros., of Russell Creek, 15,000 bushels at 45 cents. Walla Walla County grain is averaging 50 per cent of the 1900 crop. John Harty, the milling man of Pomeroy, says nearly all the wheat raised in that vicinity has been disposed of, and that he will be obliged to import wheat from the Snake River country to supply his mills.

INDIANS' DEPREDAATIONS

REDSKINS KILLING GAME IN COLO. RABD.

State Troops Under Orders to Proceed on Short Notice—Killing of Apache Kid.

DENVER, Colo., Nov. 25.—Adjutant General Overmyer today wired Troop A, Cavalry, at Grand Junction, to be in readiness for an immediate call in case Game Commissioner Johnson's force should not be able to expel the Indian hunters from the White River country. This troop is known as "Overmyer's Rough Riders," and is made up of pioneers, cowboys and crack shots of the Western slope. There are 60 men in the troop, and General Overmyer shipped 400 saddles, bridles, cinches and ammunition for a two weeks' campaign through the mountains. This troop of cavalry is much closer to the scene of the Indian depredations than the Denver troops, and could be on the ground within 24 hours from receipt of notice to start.

Fear is expressed at the Capitol that Commissioner Johnson will make the attack upon the Indians against overwhelming odds.

Governor Thomas received a communication from Secretary of the Interior Hitchcock, at Washington, this afternoon, stating in substance that the Department had sent its Indian agent to scour Northwestern Colorado for marauding Indians, but had failed to find one. There was a hint in the communication that this would officially and the correspondence so far as the Government was concerned. Instead of pacifying the Governor, it had a tendency to make him more vigorous in his application of the state laws. He claims to have a dossier of reports from as many different men on file proving conclusively that the Indians have slaughtered over 500 deer in Routt and Rio Blanco Counties.

From telegrams received it has developed that it is not the Uintahs and Uncompaghe Utes that are making the trouble this year, but the White Rivers, who once occupied the territory which they have invaded. In the past the Indian agents have kept the White Rivers on the reservation, because of the bitter feeling of the tribe toward the whites, who they claim, took possession of lands belonging to them without right or treaty. It is reported that even a larger number of Indians than the 500 previously reported have left the reservation and are slaughtering hundreds of deer in the vicinity of the Yuma and White Rivers. The fact that so many of the redskins have left the reservation gives rise to the belief that they have planned to obtain revenge for the Meeker massacre and the killing of squaws and bucks three years ago.

As soon as the ranchmen are advised that trouble is brewing, there will be a rush for Rifle and Meeker. Commissioner Johnson will station pickets at the state line to prevent the passage of the Indian pack, and to keep the territory which is some of the Indians with game in their possession, if possible, in order to have the laws regarding Indian raids tested.

Game Commissioner on the Way.

RIFLE, Colo., Nov. 25.—Game Commissioner Johnson and his deputies arrived at Rifle last night, and proceeded to Meeker by stage today. It is a 45-mile ride, and will require the entire day. While the Commissioner was here he received reports from ranchmen which indicate that the Indians have been seen in the state. Old-timers in this country predict trouble with the Indians before they are finally moved to their reservations.

KILLING OF APACHE KID.

DETAILS OF THE SHOOTING OF THE RENEGADE INDIAN IN TEXAS.

SALT LAKE, Utah, Nov. 25.—Details were received today of the killing of the supposed Apache Kid, near Pacheco, Mex., a few days ago. There are three dead Indians, one of the supposed to be the notorious Apache Kid, for whom the United States Government has offered a reward of \$500. The other dead are an Indian squaw and her son, who fell in the fight. The shooting was done by two men whom the Indians had robbed, and who had followed the band. They had decided to let the robbers go, but the latter came forward in a trail that made the shooting necessary. The information comes in a letter to President Snow and George Q. Cannon, written by Apostle Woodruff, from Colonia Juarez, under date of November 13.

Rations Stopped.

FORT YATES, N. D., Nov. 25.—The In-

dians have accepted with philosophy the recommendation of Commissioner Jones that their rations be immediately stopped. Their condition is pitiable, their crops were a total failure, and their rations are just enough to keep them alive.

Washington Notes.

The receipts of the Catholic fair at Spokane last week were \$3000.

The fair at Tacoma last week for the benefit of the Children's Home netted about \$3500.

A car of homeseekers from Penook, Benson and Wilmar, Minn., arrived at