

# STEAMER IS FOUND

## Missing Ship Aeon Wrecked on Island in Pacific.

### ALL ON BOARD REACH SHORE

#### Captain Takes Engine From Ship's Cargo, Fits Up Ship's Boat and Goes for Help.

Victoria, B. C., Sept. 19.—Cabled advices from Fanning island state that the steamer Aeon, which left San Francisco July 6 for Auckland, via Apia, and was considerably overdue, was carried on Christmas island by the strong currents setting on shore, and became a total wreck. The ship's company, 50 in all, took to the boats and landed at a small settlement facing the lagoon, all safe.

There are four women and two children, mostly wives of officers of the United States battleship squadron, who took passage to join their husbands in Australia, including Mrs. Patrick, wife of Chaplain Patrick, and family. All are camping on Christmas island awaiting rescue.

The Aeon is fast on the coral island, partially full of water and wrecked beyond all hope of salvage, but the 500 bags of mail aboard were likely to be recovered. The cargo included salmon and 2,000,000 feet of redwood and some gasoline engines. One of these was fitted in a ship's boat to take Captain Downie, the second officer and two engineers to Fanning island, lying 14 miles northwest, to cable news of the disaster.

Some of the salmon and general merchandise was recovered and taken ashore with the ship's boats, and a stock of water secured, the supply on Christmas island being poor. Captain Downie had a difficult time reaching Fanning island. The engine fitted in the ship's boat refused to work, and the boat was rowed back to Christmas island, where it was refitted.

After a long trip he reached Fanning island this morning. The crew was treated kindly by the staff of the Fanning island cable station. The steamer Manuka, of the Canadian-Australian line, fortunately is making a call at Fanning island to land supplies on her present voyage, and is due Tuesday next. It is expected she will make a call at Christmas island and take off the survivors of the Aeon, who will be landed in Sydney by the Manuka.

Meanwhile the survivors have plenty of food and water, and there is shelter for the women in the houses of a working camp of some pearl fishermen employed by a British company.

From the day the Aeon left San Francisco nothing had been heard of her until the dispatch telling of the safety of the passengers on Christmas island. This island is located near the equator, about 1,000 miles south of Honolulu, and 3,500 miles southwest of San Francisco. It is nearly 1,000 miles northeast of Apia, and it is supposed that the vessel was disabled in her machinery and drifted or in some other manner managed to make the island in safety. Fanning island is just south of Christmas island, and both are British possessions.

Christmas island has only a few inhabitants, is off the track of even wind-jammers, and is one of the world's most isolated spots.

#### Wrights Will Not Give Up.

Dayton, O., Sept. 18.—When asked if the accident yesterday would deter either Orville or his brother, now in France, from further flights, Lorin Wright replied:

"Decidedly no. My brothers will pursue these tests until the machines are as nearly perfect as it is possible to make them, if they are not killed in the meantime, and we have never felt much apprehension, knowing that both boys are cautious in the extreme."

The aged father of the injured man is at Greens Fork, and will not be advised of the accident until morning. Lorin Wright and his sister, Catherine, await with much anxiety the outcome of their brother's injuries.

#### Two New Electric Lines.

Spokane, Wash., Sept. 19.—Two big electric lines are planned to connect this city with the Columbia River near the mouth of the Spokane. It has been announced that Jay P. Graves and his associates purpose to run a line to Davenport, then north to the Spokane and Columbia Rivers. Now the Big Bend Transit company states that work is about to begin on its line, which will extend from Spokane to the big river. The Big Bend Company has decided to increase its capital stock from \$100,000 to \$3,000,000.

#### \* Stewart Again Disappointed.

Los Angeles, Sept. 19.—A dispatch to Los Angeles from Fort Huachuca, Ariz., says that Colonel Stewart, the "military exile" at Fort Grant, left Fort Huachuca yesterday to return to his post in obedience to the war department's order to return there and forego the physical test of riding the 90 miles, which he had previously been directed to undergo. Colonel Stewart's physical condition is given as the reason for sending him back.

#### Upholds Ancient Law.

Lansing, Mich., Sept. 19.—In an opinion filed yesterday the Michigan supreme court sustained the constitutionality of the maximum freight rate law of 1872, which has been ignored by the railroads as obsolete and denounced by them as unjust, unreasonable and confiscatory.

## NEGLECTS GRAND CANAL.

### China Laying Up Trouble for Future, Says Critic.

Shanghai, Sept. 21.—A writer in the North China Herald protests against the gain which is being allowed to overtake the great triumph of engineering, the Grand Canal of China. The government, he points out, is allowing the canal to go to decay. The lower stretches have within the past few months been allowed to become the habitat of organized and aggressive river pirates, who fire into steam launches and plunder passenger boats and cargo boats indiscriminately. In the upper regions of the canal there is, on the other hand, a constant shortage of water, or so much that it cannot be utilized. A more perfect provision by nature of vast natural dams in the great lakes of southwest Shantung and northern Kiangsu it would be difficult to find anywhere, but they are either unused or misused.

The writer goes on to allude to the silting-up of the erratic Yellow river, which is now in many places as much above the level of all the surrounding country as the second story of a house above the ground. Those who know best, he says, predict another tremendous calamity from this source in the not distant future. Then there will be exclamations of surprise that it did not come sooner, and howls for funds for "relief." Millions of Chinese will be impoverished, hundreds of thousands of them will be rendered homeless, and tens of thousands of them drowned and starved.

## IOWA SYSTEM NOT LEGAL.

### Federal Court Strikes at Evasion of Prohibition Law.

Davenport, Ia., Sept. 21.—According to a decision rendered Saturday by Judge Smith McPherson, of the United States circuit court, the Iowa mule law system, under which saloons are now operating, is illegal. Judge McPherson further declares the Iowa mule law is no license system and that there has been no license system in Iowa for the last quarter of a century, and for that time there has never been a lawful sale of liquor as a beverage within the state of Iowa. He further holds that no person under any circumstances, can lawfully sell liquor as a beverage in Iowa. The decision was made in a suit of the United Breweries Companies of Chicago vs. the Civic Federation of Davenport. The complainants charged the federation with a conspiracy, and sought to enjoin them from abating property on which a saloon had been closed. Judge McPherson denied the application for a writ of injunction. Under the mule law Iowa saloonkeepers have been paying \$600 annually as a tax, with the understanding that it legalized their sale of intoxicating liquors and gave them relief from the old prohibitory law, which is still on the statute books.

## BIG GUNS ROAR IN PARIS.

### Sleep Almost Impossible to Citizens During Military Maneuvers.

Paris, Sept. 21.—Sleep in Paris has been almost out of the question these last nights, and Parisians and their American and other foreign visitors are getting a very good idea of what it feels like to be in a besieged city. The French military maneuvers this year are on a larger scale than ever before, more than 100,000 men taking part in them, and every effort has been made to keep the conditions as nearly as possible to those of actual warfare. A supposed German army is endeavoring to repeat what the Prussians did in 1870-71, while a French army is defending the city with bulldog-like tenacity. This is why you drink your absinthe amidst the thunder of guns which roar and belch fire from every fort in the triple line of defenses which surrounds Paris like a wall of steel, and fond though the French are of military display and the smell of powder, they begin to wish it was all over, that they might eat and sleep in peace.

#### Plan Present for Kaiser.

Berlin, Sept. 21.—The rumors prevailing regarding the existence of profitable diamond fields in German Southwest and Southeast Africa are about to receive confirmation. The colonial secretary, Herr von Dernburg, will on his return from Africa present the kaiser with a golden casket full of rough diamonds from the German colonies. The casket, which has been manufactured by a Cape Town jeweler, is five inches long and two inches wide. The lid of the box is inset with seven large diamonds.

#### Wolves Kill Little Girl.

Ely, Minn., Sept. 21.—The young daughter of Peter Kober, a homesteader living in the wild section along the Little Fork river, northern Minnesota, was attacked by a pack of wolves while going on an errand to a neighbor with her young brother and was killed and partly devoured. The boy escaped, and, running home, gave the alarm. The mother hastened to the scene of the tragedy and found the horribly mutilated remains of her child.

#### Heads Off Hill's Road.

Winnipeg, Sept. 21.—By the purchase of the Alberta Irrigation company's line in South Alberta for \$20,000,000, the Canadian Pacific railroad intends making the Crow's Nest Pass the main line to the Pacific coast to head off the Great Northern, which road, it is said, has been trying to get control of this railway for years.

# NEWS FROM THE NATIONAL CAPITAL

## ALL PRICES ADVANCE.

### Cost of Living, However, Increased More Than Wages.

Washington, Sept. 19.—The average wages per hour in the principal manufacturing and mechanical industries of the country were 3.7 per cent higher in 1907 than in 1906, while retail prices of food were 4 per cent higher, according to the July report of the Bureau of Labor. The regular hours of labor per week were four-tenths of 1 per cent lower, and the number of employes in establishments investigated by the bureau showed an increase of 1 per cent.

The report shows that, as compared with the ten years preceding 1890 to 1899, the average wage in 1907 was 28.7 per cent higher; the number of employes 44.4 per cent greater, with a decrease of 5 per cent in the average hours of labor per week.

The retail price of the principal articles of food was 29.6 per cent higher in 1907 than for the period 1890 to 1899. Compared with the average for the same ten-year period, the food-purchasing power of an hour's wage in 1907 was 6.8 per cent greater. Retail prices of food in 1907 were higher than in any other year of the 18-year period above named, being 4.2 per cent higher than in 1906.

## PROBE SMALL COMBINE.

### General Electric Company Not Subject of Federal Inquiry.

Washington, Sept. 22.—When a report that the government was investigating the General Electric company as a trust was brought to the attention of the department of justice Saturday, it was stated that it is a fact that inquiry was being made into certain comparatively small electrical material dealers who are charged with constituting a trust.

Nothing has been heard from any of the department's subordinates about the General Electric Company being connected with the matter. Regret was expressed at the department that reports should be published on the subject at this time, as it was declared no proceedings of any kind may be taken.

The inquiry was yet unfinished, and it was feared that a premature publication may impede its progress.

## Jap Sealers Caught.

Washington, Sept. 17.—The department of justice was advised yesterday of the capture of two Japanese vessels and between 30 and 40 Japanese sailors caught seal poaching within the three-mile limit off St. Paul island. The revenue cutter Bear overhauled the foreign vessels and captured them after a chase. The men were taken to Unalaska and will be later removed to Valdez for trial. On one of the schooners were found several hundred skins, and the small boats were covered with blood, showing that the seals had been killed within the prescribed three-mile limit.

## Examine Col. Stewart.

Washington, D. C., Sept. 18.—It was announced yesterday that the war department would soon order Colonel W. F. Stewart, the Fort Grant exile, stationed at Huachuca, Ariz., to appear before the retiring board, to be given a strict medical examination as to his physical condition. If the board finds Stewart unfit for service, his retirement will be compulsory. It is made clear that his examination will be sufficiently thorough to finally determine his physical qualifications for service in the army.

#### Two-Cent Postage to Great Britain

Washington, Sept. 16.—The 2-cent postal rate between the United States and Great Britain will go into effect October 1. After that date letters may be sent to the United Kingdom for 2 cents which formerly required 3 cents to carry.

At the same time the rate of postage applicable to letters mailed in the United Kingdom of Great Britain and Ireland for delivery in any part of the United States will be a penny for each ounce or fraction thereof.

## Retire American Dreyfus.

Washington, Sept. 23.—Secretary of War Wright yesterday announced that Colonel William F. Stewart, now at Fort Grant, Ariz., had been ordered to appear before the retiring board here. If Colonel Stewart is found to be unfit for service, he will be compelled to retire from the army. The action of the secretary of war was taken on receiving reports from Fort Grant that Colonel Stewart was unfit to take the 90-mile ride.

## May Try to Save Aeon.

Washington, Sept. 23.—The captain of the American transport Solace, which is to go from Samoa to rescue the shipwrecked crew and passengers of the British ship Aeon, has been instructed by Secretary Metcalf to make an inquiry regarding the possibility of saving the vessel. This course is taken at the request of the insurance underwriters in England through their agent at Baltimore.

## Torpedo Practice Ended.

Washington, Sept. 22.—The navy department has ordered the torpedo boats Goldsborough, Rowan, Fox and Davis to hold target practice in Drakes bay, near San Francisco. The vessels will then proceed to San Diego, arriving there not later than October 24, and then joining the Pacific fleet for a cruise to the southwest.

#### Approves Newberg Bank Change.

Washington, Sept. 22.—The controller of the currency has approved the conversion of the Bank of Newberg, Or., into the United States National Bank of Newberg, with \$50,000 capital.

## NAVAL HEROES HONORED.

### President Gives Names to New Torpedo Boat Destroyers.

Washington, Sept. 17.—President Roosevelt has authorized the assignment of the following names for 10 torpedo boat destroyers authorized by the act of May 13, 1908:

Hiram Paulding, Percival Drayton, Francis A. Roe, Edward Terry, George H. Perkins, Andrew Sterrett, Edward R. McCall, William Burrows, Lewis Warrington, John Mayran.

The 15 new submarines will be named: Stingray, Tarpon, Bonita, Snapper, Norwhal, Grayling, Salmon, Carp, Barracuda, Pickerel, Skate, Skipjack, Sturgeon, Thrasher and Tuna. The colliers recently authorized will be named Jupiter and Cyclops. Colliers to be purchased: Vulcan, Mars and Hector.

Rear Admiral Hiram Paulding was distinguished for gallant service in 1812, and was assigned by President Lincoln to put the navy in a state of efficiency in 1861.

Captain Percival Drayton was Admiral Farragut's fleet captain in Mobile bay.

Rear Admiral Hiram Paulding was distinguished for gallant service during the civil war at the battle of Mobile bay.

Rear Admiral Perkins was commended by Admiral Farragut as an efficient officer.

Lieutenant Andrew Sterrett commanded the Enterprise, and captured a Tripolitan cruiser in 1801, threw her armament overboard, gave her crew one spar and a sail and let them go.

Captain Edward R. McCall, Lieutenant Burrows, Captain Warrington and Midshipman Mayran saw distinguished naval service, for which they were publicly commended.

## Filibusters Found Guilty.

Washington, Sept. 18.—The state department is in receipt of a telegram from the American consul at Bahia, Brazil, reporting the conclusion of the trial of the filibustering expedition led by Sebastian H. de Magali into that republic in 1907. The expedition consisted of eight men under the leadership of Magali, four of whom were Americans, Samuel Parker, Herbert Phannebeck, Everett Wilson and George Vice, all of New York.

The consul reports that Magali received a two-year sentence; that Vice, who was seriously wounded in the skirmish which led to the arrest of the men, was acquitted; that George Gordon, a Scotchman and follower of Magali, was sentenced to one year, and that the remaining members of the expedition were sentenced to imprisonment for one year and five months each.

## Check Upon Fires.

Washington, Sept. 17.—Bids will soon be invited for installing fire protection systems in defenses at the mouth of the Columbia river. Sixty thousand dollars have been allotted for this project. Army and navy wireless experts are working in unison in the extension of a system of communication in the far north. The war department has been advised of the probable completion during the present month of the new wireless stations in Alaska.

## Ready for Launching.

Washington, Sept. 23.—According to reports received at the navy department yesterday, work on the North Dakota, the new battleship now under construction at Fore River, Mass., is nearing completion, and will be ready for launching within the next two months. The North Dakota is designed to be one of the speediest battleships afloat, and will be surpassed by few war vessels of the world.

## Postoffices Advanced.

Washington, Sept. 19.—On October 1 the following fourth-class postoffices will be advanced to presidential grade, salaries of postmasters being fixed as indicated:

Oregon—Arleta, Freewater and Weston, \$1100; Bend and Falls City, \$1000. Washington—Edmonds, Starbuck, Lumas and Tenino, \$1100; Medical Lake, \$1200; Black Diamond, \$1000. Idaho—St. Maries, \$100.

## Coast Defense Changes.

Washington, D. C., Sept. 18.—The Sixteenth company of the coast artillery will be relieved from duty at the Presidio, San Francisco, and will proceed to Fort Stevens, Oregon, for station about November 1. The Sixty-third company, coast artillery, will be relieved from duty at Fort Casey, Washington, and will proceed to Fort Worden, Washington, for station about December 1.

## Will Experiment in Forestry.

Washington, Sept. 22.—Forest experiment stations will soon be established in a number of the national forest states of the west, according to plans which have just been completed by the national forestry service. An experiment station has already been established on the Coconino national forest, in the southwest, with headquarters at Flagstaff, Ariz.

## Jap Warships Coming.

Washington, Sept. 19.—Advices from Japan state that the Japanese cruisers Aso (ex-Bayan) and Soya (ex-Varag) will visit Pacific coast points next spring. The vessels are two captured from Russia.

## Wright Still Improving.

Washington, Sept. 23.—Orville Wright, who was seriously injured Thursday in the aeroplane accident, which caused the death of Lieutenant Thomas E. Selfridge, continues to improve.

## AEROPLANE IS WRECKED.

### Orville Wright Injured and His Passenger Killed.

Washington, Sept. 18.—After having drawn the attention of the world to his aeroplane flights at Fort Meyer and having established new world records for heavier-than-air flying machines, Orville Wright yesterday met with a tragical mishap while making a two-man flight. The aeroplane was accompanied by Lieutenant Thos. E. Selfridge, of the Signal Corps of the army. Lieutenant Selfridge was fatally injured and died at 8:19 o'clock last night. Mr. Wright was seriously injured, but is expected to recover.

While the machine was encircling the drill grounds, a propeller blade snapped off, and hitting some other part of the intricate mechanism, caused it to overturn in the air and fall to the ground, enveloping the two occupants in the debris. Soldiers and spectators ran across the field to where the aeroplane had fallen and assisted in lifting Mr. Wright and Lieutenant Selfridge from under the tangled mass of machinery, rods, wires and shreds of muslin. Mr. Wright was conscious and said:

"Oh, hurry and lift the motor."

Lieutenant Selfridge was unconscious. His head was covered with blood and he was choking when the soldiers extricated him from under the machine.

Dr. Watters, a New York physician, was one of the first to reach the spot and rendered first aid to the injured men. When their wounds had been bandaged, Mr. Wright and Lieutenant Selfridge were taken to the Fort Myer hospital at the other end of the field. Mr. Wright lapsed into a state of semi-consciousness by the time he reached the hospital, but Lieutenant Selfridge did not regain consciousness at all. He was suffering from a fracture at the base of the skull, and was in a critical condition.

After a hurried surgical examination it was announced that Mr. Wright was not dangerously injured. He is suffering from a fracture of his left thigh and several ribs on the right side are fractured. Both men received deep cuts about the head. Mr. Wright regained consciousness at the hospital and dictated a cablegram to his brother at Le Mans, France, and requested that the same message be sent to his sister and father at Dayton, O., assuring them that he was all right.

Charles White, of White & Middleton, Baltimore, a mechanical expert, gave this description of the accident to Messrs. Wright and Selfridge:

"The aeroplane was performing beautifully for six or seven minutes, when suddenly one of the propellers broke near the end. This caused the machine to become so thoroughly out of balance through centrifugal force as to make it unmanageable, and it made a dart to the ground while still under operation of the right propeller, causing it to strike the ground with a great deal more force than it would have done by gravity."

"I do not feel that this is any serious defect in the machinery, but merely want of better construction in the propellers. Therefore, I do not feel that the machine should be condemned beyond this point. I should imagine that, when the machine made the dart for the ground, it fell at the rate of 20 miles an hour. Wright and Selfridge were not thrown out. The accident was due entirely to the defective propeller."

## French Editors Worried.

Paris, Sept. 18.—The French press is displaying much irritation over violent criticism of the Franco-Spanish note regarding Morocco that are appearing in the newspapers of Germany; but the government is content with the assurances received yesterday from Herr Stemrich, acting foreign secretary for Germany, that the note would be studied in an amicable spirit. If this is done, the foreign office cannot understand how Germany will be able to disassociate herself from the other chancelleries of Europe.

## Can't Limit Skyscrapers.

New York, Sept. 18.—The commission appointed about a year ago to investigate high buildings in New York City, and particularly on Manhattan Island, is ready to submit the printed record of its work. It is said the report points out that it is impossible to hold the height of buildings down to the present public fire protection service, because, it is argued, that would limit buildings to about 100 feet in height.

## Cholera is Subdued.

Manila, Sept. 18.—The cholera continues to recede. During the 24 hours ending at 8 o'clock this morning there were 25 cases and 12 deaths. Only four cases were reported this forenoon.

One hundred additional inspectors were enlisted today in a united effort to stamp out the disease before the Atlantic fleet arrives, and there is every reason to believe that it will be successful.

## Worse in St. Petersburg.

St. Petersburg, Sept. 18.—Three hundred and fifty cases and 135 deaths from Asiatic cholera have been reported for the 24 hours ending at noon yesterday.

The municipal administrations are under fire from all sides for their criminal inefficiency and for their failure to make adequate preparation for hospital, ambulance and sanitary services.

## Punish Congo Outlaws.

Paris, Sept. 18.—Dispatches to the government from the governor-general of the French Congo say that a force of 1600 French troops, under Captain Jultix, have routed the Ouda' tribes, whose territory is in the center of the trade in slaves and contraband arms. The tribesmen's losses numbered 1000.

# \$4,000,000 TO EACH

## Pittsburg Steel King Celebrates Golden Wedding.

### HIS FOUR CHILDREN HIS GUESTS

#### Fulfills Promise to Distribute Wealth Among Youngsters "In Time To Do Them Some Good."

Pittsburg, Pa., Sept. 17.—At the golden wedding supper recently given by him and his wife, W. H. Singer, one of the Pittsburg steel magnates, distributed \$16,000,000 among his four children, each child getting \$4,000,000. Through the filing of certain papers in the Allegheny county courthouse yesterday this fact came out, and was later admitted by the Singer family, which is one of the best and oldest in Pittsburg. The millionaire invited his children to assist in celebrating his golden wedding anniversary on May 27. The children were the only guests, and each found by his or her plate a small "dinner favor," consisting of checks, bonds and deeds amounting to \$4,000,000.

The Singer children who received \$4,000,000 each are: William Henry Singer, Jr., landscape painter, now in Norway.

George Singer, iron manufacturer, Pittsburg, now in the White mountains on his vacation.

Mrs. William Ross Proctor, wife of a Philadelphia architect.

Marguerite Singer, youngest daughter, now living with her parents.

Mr. Singer made his fortune in iron as a member of the famous iron firm of Singer, Nimick & Co. He also is connected with many banking institutions in Pittsburg, and is considered one of the very rich men of the country, his remaining fortune, after giving his children their share, being probably \$15,000,000.

Mrs. Singer, who has a fortune of her own, made through investments by her husband, received several pieces of valuable real estate as her golden wedding present.

A peculiar feature of the case was made known late yesterday. William Henry Singer, the son, who chose an artistic career rather than the iron business as his life's work, will scarcely be able to enjoy his millions in America, owing to the great fear his wife bears for the "Black Hand." She received a threatening letter at her home in Sewickley, and it frightened her into hysterics. Her husband was finally compelled to take her abroad. It is said they will remain permanently in Norway, as Mr. Singer expects, in spite of his wealth, to spend all his time in painting.

Mr. Singer is following the policy laid down by his life-long friend, Charles Lockhart, of the Standard Oil company, who some years before his death, invited all his children to a dinner party, at which, under each plate, was found \$1,000,000. Lockhart and Singer many years ago promised each other that they would begin to distribute their wealth among their children "in time to do the youngsters some good."

## GETS ANOTHER ROAD.

### Union Pacific Secures Control of Chicago & Northwestern.

Chicago, Sept. 16.—A report from Wall street of a traffic agreement between the Union Pacific and the Chicago & Northwestern, amounting to complete control of the latter road by the former, gained strength yesterday in financial circles on the refusal of Marvin Hughitt, president of the Northwestern, to discuss statements made in the Wall Street Summary under the head of "Harriman Properties."

The report is that the Harriman interests have absorbed the Chicago & Northwestern by the simple device of a guarantee on the stocks of the latter company. It is pointed out in the article, which appears to be inspired, that the strategic position of the Chicago & Northwestern is such that it will not come within the meaning of the law that prohibits merging or single control of parallel competing railways.

## Lightning Slays Birds.

San Francisco, Sept. 17.—The Pacific Mail liner City of Panama, which arrived yesterday from Panama and way ports two days ahead of time, was struck by lightning during a heavy electrical storm encountered August 30, when steaming from Acapulco to San Jose de Guatemala. The vessel was struck several times. The only damage sustained by the liner was the loss of the foremast, which was shattered into splinters. In the morning after the storm had passed, thousands of dead birds were gathered up on the bridge, awnings and decks.

## No Trace of Missing Steamer.

Honolulu, Sept. 17.—The British steamer Marama, which arrived here yesterday from Brisbane, Australia, reports that nothing was seen of the missing steamer Aeon, despite the fact that a sharp lookout was kept throughout the entire trip. The Aeon sailed from San Francisco on July 6, 21 days ago, for Australia, and, as nothing has been heard from the vessel since sailing, grave fears for its safety are entertained.

## Indian Murders Recklessly.

Denver, Colo., Sept. 17.—Frank Howe, a 15-year-old Indian boy, got possession of a revolver today, and, riding through the streets of Pagosa Junction at breakneck speed, shot and killed Amee Baker, the 4-year-old daughter of James Baker, a member of the Ute tribe. The lad continued on his wild dash to the hills and disappeared.