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THE MODOC WAR.

Incidents of the Assassination of Gen. Canby and Dr. Thomas.

We are indebted to Dr. T. T. Cabanis for the facts given below. They are interesting in connection with what has already been written in connection with the memorable Modoc campaign.

My last communication was an account of a visit to the camp of the Modoc chief, on the 10th day of April, 1873—the one preceding the assassination of Gen. Canby and Dr. Thomas. The account which I now write of that affair is merely to mention a circumstance which, if true or false, would not have ruled the day, would have led to the safety of the General and Dr. Thomas, and also of Mr. Meacham.

The latter does not allude to this in his book, though his recital of the subsequent scenes are graphic and thrillingly interesting.

Events and incidents connected with the engagements and scouts, after the commissioners were killed, and which make history interesting, have never been written, mainly on my part for the reason that I was a participant, and could not relate them without being considered egotistical, and therefore distasteful. But had the same influence operated with other men who have lived on the frontiers, and participated in the eventful scenes peculiar to them, much of the history of early life in new countries would have been lost to us.

The day will come when the scenes enacted in California and Oregon will be read with as much interest as those which occurred in King Philip's war in New England, the capture of Capt. John Smith and his rescue by Pocahontas, or Daniel Boone's combats with Indians, immortalized by a large painting now in the capitol at Washington, and many others familiar to the reader of history of this country.

It was the fortune of the writer to enjoy the most friendly relations with the officers of the army in the Modoc campaign, and among them the lamented Gen. Canby. All who knew the General had a high regard for him personally, and few were there who would not have risked their lives for him.

He had asked me to write a few days before he was killed, if he (the writer) would act as a medium of communication between him and the Indians, should he desire it? He was assured that such would be the case. Before he left camp he told Gen. Gilliam that if anything happened to confirm him in his suspicions of the treacherous designs of the Modocs, that he must send me to notify him. On the 11th of April, the officer who was stationed on the hill above camp, with several others, watched the tent at which the meeting was to be held with much interest, because all of us felt uneasy and anticipated that which followed.

It should be mentioned here that what passed between the Indians and commissioners was only known to a few. General Canby and Dr. Thomas led the party on foot, and Dyar and Meacham followed on horseback, though the nature of the ground was such that one could make better time on foot over the rocks than on a horse. The distance from General Canby's tent to the Council tent was about 90 yards, and the latter was hidden from us (except the Signal officer) by a fall-off in the lava-bed. The General was about fifty yards from the place where it stood, (at the end of our camp next to the Indians,) and Dr. Thomas behind me. I shall never forget those two men as they looked that day, marching into the jaws of death—Canby with his tall figure, dressed in a new military coat, and Thomas in a suit of Scotch gray.

At this moment Meacham turned his horse from the trail and rode up to me. Said he: "Dr. Cabanis, do you think that there is danger under the arrangement which we have made?" "What is the arrangement?" I asked. "There are to be five un-armed Indians and five of us." "Under that arrangement," I replied, "there is no danger, but Meacham, if you are suspicious of these Indians, remain here and let me go and see them." He turned in his saddle, and seeing that General Canby and Dr. Meacham had gotten some distance in advance, without replying followed them.

Subsequent events proved that the Modocs intended to kill Col. Mason as well as Canby, Gilhelm and others. After the Commissioners had been with them some time, and at the moment that Canby was making them laugh, whilst smoking cigars, an Indian came in sight of Mason's camp, a mile and a half from Jack's headquarters, and more than two to a half from the Council tent, and waved a white flag. General Canby had told them to do this if they wanted to see the whites. Lieut. Sherwood was officer of the day, and went to meet this Indian, accompanied by Lieut. Boyle. When within a few yards of this man Sherwood asked him what he wanted. "Nothing!" was the answer. As the officer turned, several Indians arose from the rocks and commenced firing at him and Boyle. The first shot was through his thigh, breaking the bone, and which would have died several days afterwards. Boyle escaped. Sherwood took shelter behind a rock, and the man who was on picket several hundred yards away, opened fire on the Indians and kept them from advancing on Sherwood. The troops turned out and the Modocs retreated to their camp.

Almost immediately after this occurrence, Lieut. Moore, the signal officer in Mason's camp, telegraphed to General Gilliam: "The Indians have fired on this camp, killing Sherwood and Boyle!" Upon the receipt of this message, Gen. Gilliam sent his adjutant, Lieut. Rockwell, for me and desired my presence. Upon reaching his tent Gilliam said: "Dr. Cabanis, will you take a message to Gen. Canby?" "Yes, sir." "I have selected you out of this entire command, but I do not want you to go under any misapprehension." I answered that I would go to the rescue of Gen. Canby if he was in danger from the Modocs. "I will write the message," said he, "because if you carry a verbal message 'Bogus' will tell the other Indians." As he handed me the message, telling of the death of Sherwood, the officer at the signal station called out, "They are firing at the council tent!" The men turned out immediately, and some of them under Sergeant Wooten, an ex-Confederate soldier, of K Company of Cavalry, started without awaiting the orders of the officers. Meacham has told what followed, and I will merely correct a few mistakes which he makes. Dr. Thomas was shot with a pistol near the right nipple, by "Boston," and then through the front part of the head with a ball from a carbine. Gen. Canby had a wound from a pistol ball under the left eye, one from a pistol ball in the side of the head, above the left ear, without passing through, and a stab with a narrow-bladed knife under the right ear. Canby was thirty-five yards from the spot where he sat when shot and Thomas was about eighty yards in another direction.

Had I gone to these Indians first, I would have counted eight instead of five, and I would have seen that they were armed, as Dyar did when he got to the ground. I would have made Jack believe that Canby was delayed in camp and then walked away. This could have been done with perfect safety, as they were after larger game and knew that to shoot me would defeat their plans, and Gen. Canby and Dr. Thomas would be living to-day. Had I reached the general before the firing commenced, the whole plan of the Indians would have been changed and being armed, standing by the side of Dyar's horse, would have killed Jack and possibly have saved the general's life. What my fate would have been, of course is not known, but I believe that one cool and courageous white man, under such circumstances, can whip that number of Indians, especially when he had Meacham, Dyar and others to divert their attention. At least, the risk run would justify one in the hope of saving such a man as Gen. Canby.

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A Novel Trial.

One of the most novel trials on record took place yesterday on a passenger train of the Memphis and Little Rock railroad, between Lonoke and Little Rock. Judge F. T. Vaughan, of the circuit court, was on the train. After it left Lonoke county, a man named G. B. Farmer of that county was arrested by a deputy sheriff. The charge against the prisoner was for carrying a slung-shot. The law in Arkansas against carrying deadly weapons is rigidly enforced. When the prisoner learned that Judge Vaughan was on the train he went to him and begged for an immediate trial. He said that his wife was sick and he didn't want to be taken away from her. The learned judge is a character in his way, and said he would try him at once. He declared the court open for business, and called Farmer to the prisoner's box, that is, to a seat in the car, and asked him whether he desired to plead guilty or not. The passengers collected around this novel court, and watched the proceedings from various perches on seat rails and from the aisle. Farmer replied: "Your honor, I desire to plead guilty." "All right," continued the judge. "The prisoner pleads guilty; I assess his fine at \$40. Mr. Sheriff, take the prisoner." This ended the brief trial, and the prisoner paid his \$40 to the sheriff. At the next station he got off the train to make his way home as quickly as possible to his sick wife. This is the only case of justice on the wing of which there is any record.—Little Rock Gazette.

Henry Villard Not Begged.

Said an intimate friend of Henry Villard this morning, "Mr. Villard has not passed out of the world; he is only laying on his oars. With his wife and children—three of whom are boys—he is searching for some quiet retreat in Germany, where he may stay with his family and secure rest for himself and education for his children. His recent visit to London was marked by cordial greetings from his English friends, of whom he has many, and at a dinner given in his honor by the guests of the Northern Pacific railway excursion, he was presented with a handsome silver flagon. In Berlin, too, his friends have come to the fore bravely, and given him the greeting that a *ci-devant* millionaire seldom receives. Since the crash of last year Mr. Villard has ceased to have any connection with the Northern Pacific and other railroads of the so-called Villard system, with the exception of the Oregon and California railway, of which he is still president. He has been busy enough endeavoring to evolve order out of the chaos of his own affairs. As to how much he has saved of the many millions he once had it is hard to say. The country seat at Dobb's Ferry, which may be worth \$500,000, belongs to Mrs. Villard, into whose hands it passed some years before Mr. Villard's connection with the Northern Pacific. This, of course, remains in the hands of his family. What other property he has it is hard to say."—N. Y. Commercial Advertiser.

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Oregon	July 1	State of Cal.	July 3
State of Cal.	July 10	Oregon	July 12
Columbia	July 19	Oregon	July 21
Oregon	July 28	State of Cal.	July 30
State of Cal.	Aug 6	Oregon	Aug 8
Oregon	Aug 15	State of Cal.	Aug 17

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RIVER DIVISION (Middle Columbia).

Boats leave Portland for Dalles at 7:00 A.M.

ALSO:

Leave Portland	Mon	Tu	We	Thu	Fri	Sat
Astoria	7:30 A.M.	7:30 A.M.	7:30 A.M.	7:30 A.M.	7:30 A.M.	7:30 A.M.
Lower Columbia	7:30 A.M.	7:30 A.M.	7:30 A.M.	7:30 A.M.	7:30 A.M.	7:30 A.M.
Portland	7:30 A.M.	7:30 A.M.	7:30 A.M.	7:30 A.M.	7:30 A.M.	7:30 A.M.
Albany Express Train	7:30 A.M.	7:30 A.M.	7:30 A.M.	7:30 A.M.	7:30 A.M.	7:30 A.M.
Portland	4:30 P.M.	4:30 P.M.	4:30 P.M.	4:30 P.M.	4:30 P.M.	4:30 P.M.
Lebanon	4:30 P.M.	4:30 P.M.	4:30 P.M.	4:30 P.M.	4:30 P.M.	4:30 P.M.
Portland	4:30 P.M.	4:30 P.M.	4:30 P.M.	4:30 P.M.	4:30 P.M.	4:30 P.M.

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On and after June 28, 1884, trains will run as follows: DAILY (Except Sundays).

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Portland	7:30 A.M.	Ashland	5:30 A.M.
Ashland	6:30 P.M.	Portland	4:30 P.M.

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LEAVE PORTLAND. ARRIVE ALBANY.

Portland	4:30 P.M.	Lebanon	5:30 P.M.
Lebanon	4:30 P.M.	Portland	10:30 A.M.

Pullman Palace Sleeping Car leaves Portland Mondays and Thursdays. Returning leaves Astoria Tuesdays and Fridays. The Oregon and California Railroad Ferry makes connections with all Regular Trains on Eastside Division, from the foot of St.

WESTSIDE DIVISION.

Between Portland and Corvallis. MAIL TRAIN.

LEAVE PORTLAND. ARRIVE CORVALLIS.

Portland	9:00 A.M.	Corvallis	3:30 P.M.
Corvallis	8:30 A.M.	Portland	3:30 P.M.

EXPRESS TRAIN.

LEAVE PORTLAND. ARRIVE CORVALLIS.

Portland	5:30 P.M.	McMinnville	8:30 P.M.
McMinnville	5:45 A.M.	Portland	8:30 A.M.

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