

AN INDIAN WAR STORY.

(Continued from page seven.)

one side of the line of march, and the other from the timber edge. A part of the infantry was formed for attack and a troop of cavalry drawn up to reinforce the line. At the first volley from the Indians the Indians began to fall back toward the timber. The infantry pressed steadily forward. The Indians were not apparent in the widening opening and their companies were being lined to the timber. How wide the opening could be made from a point of comparative safety to the Indians, was more than his subtle and bold mind could receive, expecting to hear at any time the signal to charge. The moment passed, and it did not return.

Sending orders were sent to the captain in charge, who seemed to be so deeply engaged in the receding fight that he had forgotten his own position. An order was given which led to the death of the Indian.

"Why should you have killed that Indian?" asked the white man. "Why is it that you have killed that Indian?" asked the white man. "Why is it that you have killed that Indian?" asked the white man.

The higher command with 2,000 men on the Indian reservation, and he had to be ready to meet the needs of the situation. With a wild woman, the line of cavalry moved forward. The Indians began to fall back toward the timber. The higher command with 2,000 men on the Indian reservation, and he had to be ready to meet the needs of the situation.

The exact number of Indians slain was not ascertained, but it was very large for the time occupied and the manner of the engagement. The ground over which the charge was made was thickly strewn with dead Indians. The loss on the part of Colonel Wright was one horse killed, one man slightly wounded in the leg, and these, says Mr. O'Neil, constituted the sum total of Wright's casualties in battle during the entire expedition.

IN CAMP ON THE RIVER.

At the close of the fight the army went into camp on the banks of the Spokane river.

The captain took the bugler to task for his breach of discipline, but Colonel Wright interposed and settled the matter to the honorable satisfaction of both parties.

A few hours after the camp was pitched it was learned that a great number of warriors, squaws and papooses, with their horses, were crossing to the north side of the river, a few miles above, and heading toward the Colville country. About the same time, an Indian, clad in a red shirt, approached the bank of the river, opposite the encampment, and shouted: "Peace! Peace!" This brave, with his brief vestments, was allowed to depart in peace, thinking probably, that he had settled the whole question.

During the afternoon two chiefs, with their families and a retinue of attendants, entered the camp for the purpose of having a talk with the white chief. The chiefs were immediately seized and put in chains and their families and attendants placed under guard. Wright then began to cross his cavalry to the north side of the river, and, after three companies had crossed, liberated the Indians held as prisoners, except the two chiefs, and assuring them that, if those chiefs and other Indians who

(Continued on page seven.)

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WOODMEN OF THE WORLD
 Lakeview, Oregon, No. 101
 Meets on the 21 and 24 Wednesday of each month in Masonic Hall, 8 p. m.
 J. F. CHERRY, Grand Commander.
 W. S. FAUCETT, Secy.

AN EDITOR'S OPINION OF THE ROYAL GORGE.
 Edith Tovey Weathered, in describing a recent trip over the Deaver & Rio Grande Railroad, says in "The Exposition":
 "At first the goal of the exhibition of years has been reached—improvements, with the aid of the Royal Gorge, is a fine hotel. The only disappointment being that only a few of the best of the famous houses of the West have been seen. It is a pity that the West has not a more complete and better equipped hotel. The only disappointment being that only a few of the best of the famous houses of the West have been seen. It is a pity that the West has not a more complete and better equipped hotel."

Canal Commission Appointed.
 The President has carried out his plans for the reorganization of the Indian Canal Commission. As to the personnel, and business methods generally, on the basis of the suggestion suggested to Congress at the last session which failed in its practical attempts in the closing hours. After the President's departure from Washington, Secretary Taft, directly in charge of canal matters, made public the personnel of the new Commission. With the exception of Benjamin M. Harrod, the Commission is new from top to bottom. The personnel of the new Indian Canal Commission is as follows:
 Theodore E. Starks, chair man; Charles E. Maguire, Governor of California; John P. Wallace, civil engineer; Rear Admiral M. T. Endicott, United States Navy; Brigadier General, Peter S. Hays, United States Army (retired); Colonel Oswald M. Ernst, corps engineer, United States Army; Benjamin M. Harrod.

Murder and Suicide.
 Another love affair that ended in murder and suicide saddened the hearts of the relatives and friends of Miss Anna E. Miller and J. Henry Gregory, in the little town of 2000 in Siskiyou county on April 5. Miss Miller was teaching school at Mott, and Mr. Gregory was engaged in the fruit and ice business. The young people were engaged to be married, and Miss Miller met Lynn Osborne of Sisson, with whom she fell in love. She told Mr. Gregory that she thought it best for them to quit when the lover became dispondent, and sought death to relieve his troubles, but not until he had made sure that no other man would lead his sweetheart to the altar.

Catarah Cannot be Cured
 with LOCAL APPLICATIONS, as they cannot reach the seat of the disease. Catarah is a blood or constitutional disease, and in order to cure it you must take a good remedy. Hall's Catarah Cure is taken internally, and acts directly on the blood and mucous surfaces. Hall's Catarah Cure is not a quick medicine. It was prescribed by one of the best physicians in this country for years and is a regular prescription. It is composed of the best medicines known and combined with the best blood purifiers, acting directly on the mucous surfaces. The perfect combination of the two ingredients is what produces such wonderful results in curing Catarah. Sold for testimonials free.
 F. J. CHENEY & CO., Props., Toledo O.
 Sold by Druggists, price 75c.
 Take Hall's Family Pills for constipation.

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 Take LAXATIVE BROMO QUININE Tablets. All druggists remind the money if it fails to cure. E. W. Grove's signature is on each box. 25c.

Nasal CATARRH
 In all its stages.
Ely's Cream Balm
 cleanses, soothes and heals the diseased membrane. Relieves catarrh and drives away a cold in the head quickly.
 Cream Balm is placed into the nostrils, spreads over the membrane and is absorbed. Relief is immediate and a cure follows. It is not drying—does not produce sneezing. Large Size, 50¢; small at Drug stores or by mail, Trial Size, 10¢.
 ELY BROTHERS, 41 Warren Street, New York

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FERRY'S SEEDS
 The standard after 42 years' test. They always produce the largest and sweetest crops. Ask your seed dealer for 1908 Seed Annual free on request. FERRY, McMillan & Co., 1212 Olive Street, St. Louis, Mo.

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NEVADA CALIFORNIA OREGON RAILWAY
 SIERRA NEVADA ROUTE

To take effect, Tuesday, Apr. 1, 1908

No. 1	No. 2	No. 3
9:30 a. m. Lv. Reno	9:30 a. m. Lv. Reno	9:30 a. m. Lv. Reno
10:00 a. m. Lv. Sparks	10:00 a. m. Lv. Sparks	10:00 a. m. Lv. Sparks
10:30 a. m. Lv. Elko	10:30 a. m. Lv. Elko	10:30 a. m. Lv. Elko
11:15 a. m. Lv. Gardnerville	11:15 a. m. Lv. Gardnerville	11:15 a. m. Lv. Gardnerville
11:30 a. m. Lv. Prater	11:30 a. m. Lv. Prater	11:30 a. m. Lv. Prater
12:15 p. m. Lv. Carson	12:15 p. m. Lv. Carson	12:15 p. m. Lv. Carson
12:30 p. m. Lv. Red Rock	12:30 p. m. Lv. Red Rock	12:30 p. m. Lv. Red Rock
12:50 p. m. Lv. Gardnerville	12:50 p. m. Lv. Gardnerville	12:50 p. m. Lv. Gardnerville
1:15 p. m. Lv. Prater	1:15 p. m. Lv. Prater	1:15 p. m. Lv. Prater
1:40 p. m. Lv. Carson	1:40 p. m. Lv. Carson	1:40 p. m. Lv. Carson
2:30 p. m. Lv. Elko	2:30 p. m. Lv. Elko	2:30 p. m. Lv. Elko
3:00 p. m. Lv. Sparks	3:00 p. m. Lv. Sparks	3:00 p. m. Lv. Sparks
3:25 p. m. Lv. Reno	3:25 p. m. Lv. Reno	3:25 p. m. Lv. Reno
4:00 p. m. Lv. Reno	4:00 p. m. Lv. Reno	4:00 p. m. Lv. Reno
4:30 p. m. Lv. Reno	4:30 p. m. Lv. Reno	4:30 p. m. Lv. Reno
5:00 p. m. Lv. Reno	5:00 p. m. Lv. Reno	5:00 p. m. Lv. Reno
6:30 p. m. Lv. Reno	6:30 p. m. Lv. Reno	6:30 p. m. Lv. Reno
7:15 p. m. Lv. Reno	7:15 p. m. Lv. Reno	7:15 p. m. Lv. Reno
7:40 p. m. Lv. Reno	7:40 p. m. Lv. Reno	7:40 p. m. Lv. Reno

SIERRA VALLEY RV

5:00 pm	10:25 am	Lv. Plumas	Ar. 1:00 pm
5:40 pm	11:20 am	Lv. Yuba	Ar. 12:00 pm
6:30 pm	12:25 pm	Lv. Rockwell	Ar. 1:00 pm
7:20 pm	12:55 pm	Lv. Colusa	Ar. 1:40 pm

CONNECTION WITH STAGE AT:
 Yuba, for Lakeview, Paisley and Plush, Or. and Ft. Bidwell, Lake City, Underhill, Ada, Staras and Bieber, Calif.
 Colusa, for Staras and Bieber, Calif.
 Plush, for Millers, Amesville and Reno, Calif.
 Yuba, for Lodi, Colusa, Yuba City and Colusa, Calif.
 Rockwell, for Colusa, Yuba City and Colusa, Calif.
 Underhill, for Colusa, Yuba City and Colusa, Calif.
 Plush, for Colusa, Yuba City and Colusa, Calif.
 Plush, for Colusa, Yuba City and Colusa, Calif.

KLAMATH LAKE RAILROAD
 TIME TABLE
 In Effect June 28th, 1908.

Week	Daily	Day
No. 1	No. 2	Passenger & Freight No. 4
6:30	7:30	8:30
9:30	10:30	11:30
12:30	1:30	2:30
3:30	4:30	5:30
6:30	7:30	8:30
9:30	10:30	11:30

LAKEVIEW ALTURAS STAGE LINE
 H. E. BARBER, Prop'r.
 Office in Bieber's Store
 Stage leaves Lakeview daily, except Sunday at 8 a. m. Arrives at Alturas at 5 p. m.
 Leaves Alturas for Lakeview at 6 o'clock a. m. or on the arrival of the stage from Madeline. Arrives in Lakeview in 12 hours after leaving Alturas.
 Freight - Matters - Given Strict - Attention

Western Stage Line
 J. L. YADIN, Proprietor.
 Office in Linkville Hotel
 Klamath Falls.
 Daily from Pokegema by Keno, Klamath Falls, Dairy, Bonanza, and Bly to Lakeview.
 Daily from Lakeview by Bly, Bonanza Dairy, Klamath Falls, Keno, to Pokegema.
 From Klamath Falls to Keno by steamer and from Keno to Pokegema over the Sunset Four Horse Stage Line.

LAKEVIEW PLUSH STAGE LINE
 S. L. McNAUGHTON, Prop.
 Office at Mercantile Store
 Stage leaves Lakeview Mondays, Wednesdays and Fridays at 8 a. m., arrives at Plush at 9 p. m. Leaves Plush Tuesdays, Thursdays and Saturdays, at 8 a. m., arrives at Lakeview at 9 p. m.
 Passenger fare \$3 one way or \$5 for round trip. Freight rates from May 1st to Nov. 1st \$2.50 per hundred; from Nov. 1st to May 1st \$1.50 per hundred.