AN INDIAN WAR STORY.

(continued from page two.)

one side of the line of march, hitched from the underbrush. A portion of the infantry were formed for attack and a troop of cavalry drawn up to outflank on his right. At the first volley from the infantry the Indians began slowly to fall back toward the timber. The battery poured shrapnel by the second. Soon it became apparent to the watching everybody that their comrades were being lured to the timber. Hitherto the enemy could pick them off from a position of comparative safety to himself. Each man grasped his rifle, settled himself more firmly in his saddle and laid his hand on his revolver, expecting to hear at once the signal to charge. The moments passed, and it did not come.

Sudden orders were sent of the captain in charge, who seemed to be so deeply engrossed in the terrible fight that he had forgotten his own position. An orderly galloped was heard thrilling

"Why, dead! we killed 500 Indians! Indians never fled! Nonsense! Why, it is—! I tell you the Indians never fled!" Another officer, in quick succession, hoarsely said: "Why, it is—! I tell you the Indians never fled!" Another officer stood near the bugler and said: "Blow! blow! blow the charge!"

The bugler, without waiting for orders from the captain, placed his bugle to his lips and the notes of the charge rang over the prairie. With a wild whoop, the line of cavalry dashed forward. The Indians broke for the timber at their topmost speed, but before they could reach it some of the hopeless were among them, literally riding them down, and continued to mix with them in the mêlée, dealing fashion, showing no quarter, until the density of the brush and falling timber prevented the further progress of their horses.

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 was 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.

DESTRUCTION OF THE SPOKANE.

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, and 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 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.)

COUNTY GOVERNMENT.

[illegible]

Assessor — W. H. Weed
School Supt. — [illegible]
Surveyor — [illegible]
Commissioners — F. W. Dow, J. F. Clarkson
Stock Inspector — [illegible]

Canal Commission Appointed.

The President has carried out his plans for the reorganization of the Irrigation Canal Commission, as to the personnel and business methods generally, on the lines of the legislation suggested to Congress at the last session which failed in its enactment in the closing hours.

After the President's departure from Washington, Secretary Ballinger, 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 Irrigation Canal Commission is as follows:

Theodore P. Shonts, chairman; Charles E. Magoun, Governor of Canal Zone; Jesse L. Wallace, chief engineer; Rear Admiral M. T. Endicott, United States Navy; Brigadier General Peter C. Hains, United States Army (retired); Colonel Oswald H. Ernest, corps engineer, United States Army; Benjamin M. Harrod.

Finding that he was obliged legally to appoint seven Commissioners, the President did so, but he carried out his own plan by making three of them practically the full Commission. The other four, though bearing title of Commissioners, not only receive a much lower compensation, but are assigned much smaller fields of activity.

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 Scottsville, Kalamazoo 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, until Miss Miller met Lyman 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.

After shooting the girl who had rejected his love young Gregory threw himself across the dead body and fired a shot in his own mouth which tore through his brain and caused instant death. Both bodies were found as they fell, the next morning by a Mr. Maxwell, with whom Miss Miller was boarding.

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ELY BROTHERS, 56 Warren Street, New York.

A Visit to the Royal Gorge.

[illegible]

Paul B. [illegible] Agent, Chicago, Ill., [illegible] Wash.

An Editor's Opinion of the Royal Gorge.

Edyth Tonge Weatherred, in describing a recent trip over the Denver & Rio Grande Railroad, says in "The Exposition":

"At last the goal of the exhibition of years has been reached—marvelous, wonderful, grand and inspiring Royal Gorge is on exhibition. The only disappointing thing is that only have the point of view while the train moves around on the narrow cliffside. If any who have never seen it are wondering what to do, I say, go and see. Mountains have been in Colorado, but never always little [illegible] mountain [illegible] Colorado. [illegible] Gorge. [illegible] Gorge. [illegible] Gorge