



ED HOWE OF KANSAS, OTHERWISE ATCHISON.

E. W. HOWE is how he signs his name, but they all call him "Ed" Howe, from Maine to Mexico. Mr. Howe recently quit editing the Atchison Globe after more than thirty years in the harness. He said he felt entitled to retire, but he found he couldn't—writing had become second nature to him—so he started a little monthly magazine, which is made up entirely of his own work. For many years he has been known widely as a pertinent paragrapher. His quaint comments on men, affairs and things in Atchison have been copied all over the country. He possesses a keen wit and is a satirist of rapier thrust upon provocation. When he was a very young man he worked nights on a novel, "The Story of a Country Town," doing his regular newspaper writing every day. That book made him famous, but his paragraphic performances have done still more to boost him up the hill of fame.

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RATE ADJUSTMENT WILL BE ARRANGED SHORTLY.

Spokane Await, Time When Commission Will Settle Matter.

Spokane, Wash., July 19.—(Special)—Controversies of more than 20 years standing will be decided with the Interstate Commerce Commission announces its findings in the celebrated freight rate case, in a few days. It is believed here that the decision will be in favor of Spokane, among other things being terminal rates between Chicago and this district, also more equitable rates from eastern points.

The Spokane case was the first instituted against the transcontinental railroads under the present law, prior to which the city gained a decision. However, it was set aside by the supreme court of the United States on constitutional grounds. A brief history of the present case follows:

August, 1906—Complaint filed with commission.

January, 1907—Commissioners hear testimony in Spokane.

March 1907—Commissioners hear testimony at Chicago.

May, 1907—Commission hears interveners at Portland.

June, 1907—Oral argument before commission at Washington, D. C.

October, 1907—All briefs filed with the commission.

October, 1908—Testimony taken in Spokane.

March, 1909—Decision in favor of Spokane; principle laid down that the rates should be lowered, but only on commodities specifically mentioned in the complaint.

June, 1909—Supplemental complaint filed with the commission.

September, 1909—Commissioners hear testimony in Spokane on supplemental complaint.

October, 1909—Testimony of petitioners and intervenors taken at Portland.

December, 1909—Briefs connected with the supplemental complaints filed with commission at Washington, D. C.

June, 1910—Decision on supplemental complaint; tentative schedule of rates suggested by commission; both parties to the proceedings permitted to offer criticism.

September, 1910—Commissioner Prouty hears criticism; transcontinental roads granted extension of time to file statements.

March, 1911—Statements of losses filed by railroads and last hearing before commission at Washington, D. C., four amendments made to the long and short haul clause.

May, 1911—All briefs filed with the commission.

"A decision in favor of the petitioners would mean a readjustment of freight rates all over the country and should benefit every inland community in the United States," said A. W. Donald, chairman of the interstate commerce committee of the Spokane chamber of commerce, who has been at the head of the local rate movement since 1891. "All we ever asked is a fair and square deal and we feel now that our efforts have not been in vain."

Spokane, Wash., July 19.—(Special)—When the bridge to carry Monroe street across the Spokane river in the business district here is completed the latter part of October, the largest single span of concrete re-enforced in the world will be opened to traffic. The central span is 281 feet, or 12 inches longer than the bridge over the Rocky river, under construction at Cleveland, and 58 feet longer than the Wissahickon river structure at Philadelphia, which held the distinction of the longest span of its kind. The cost of the Spokane bridge will be about \$550,000. In addition to the car tracks there is a team roadway and walks for pedestrians. A span of 285 feet has been adopted to carry the New York barge canal over the gorge near Medina, N. Y., and the span of the proposed Hudson memorial bridge is to be 710 feet. With the exception of the Hudson bridge the other largest single span yet proposed is one of 328 feet to be built by the municipality of Rome. A bridge under construction in New Zealand will have a 320-foot span.

Spokane, Wash., July 19.—(Special)

—Employment agencies in Spokane report there is a demand for from 800 to 1,000 laborers in railroad and lumber camps and on farms in the districts tributary to this city. There are many apparently idle men in Spokane, but few express a desire to work, some awaiting an advance in wages, while others are arranging to go to the harvest fields. Many offers of \$35 and \$40 a month and board are listed on the bulletin boards at local agencies. Wages of \$2.25 a day to Americans and \$2.00 a day to foreigners are advertised by railroad companies with construction work under way. Sawmill while skidding teamsters and drivers are offered \$2.50 a day. Wood cutters are offered \$1.25 a cord. Free fare is advanced by railroads and construction companies. The approach of the harvest season and the promised early opening of work by local contractors on the Canadian Northern railroad in the province of British Columbia is said to be responsible for the scarcity of men in these lines.

Spokane, Wash., July 19.—(Special)—Francis Masul, 24 years of age, a resident of Spokane since 1903, said to be the first Japanese in America to enter the Jesuit order of the Catholic church, has gone to Los Gatos, Cal., where he will affiliate with the society as a brother. Masul became converted in this city six years ago and has been an exemplary Christian. His parents are residents of Japan. His decision to enter the Society of Jesus is looked upon by Catholics to be of historical significance, recalling, as it does, that in the early part of the 17th century hundreds of Japanese converts to the Catholic faith were martyred. Since that time the Japanese followers of the church have worshipped secretly. Masul was accompanied to California by William O'Brien of Spokane. Daniel Meagher of Missoula, Mont., and John J. Keep of Boston, graduates of Gonzaga college, who will enter the Jesuit order to become priests. Fifteen years of studious application is required before ordination.

TABULATING INDIAN CLAIMS

MILLIONS OF DOLLARS REPRESENTED IN CLAIMS.

Indian Land Claims Throughout the Country Being Completed.

Spokane, Wash., July 19.—(Special)—Claims aggregating several millions of dollars, presented by creditors against Indians on various reservations throughout the United States, are being tabulated by the office of Indian affairs, says C. F. Hauke, acting commissioner, in a letter to the Spokane chamber of commerce through United States Senator Poindexter, in reply to a complaint by the Commercial club of Covada, Wash., as to the settlement of Indians' debts, adding:

"As soon as that part of the scheduling which covers all claims presented by creditors of the Indians of a given reservation is completed, steps will be taken to promptly and impartially adjust these claims according to the resources of the debtors and the merits of the claims."

Commissioner Hauke emphasizes the fact that the department of the interior has restrained his office from acting as a collecting agency for creditors of Indians. Continuing, he says:

"Through the allotment of land to individual Indians and the consequent acquisition by them from proceeds of their land of individual bank accounts under government custody, the limited credit which is essential to good business management has been so far abused that the department has found it necessary to restrain this office from further countenancing the extension of credit to Indians except on the same basis as creditors would extend to their white customers."

"Following this departmental order, certain rules and regulations have been formulated with a view to placing the individual Indian's affairs on a cash basis by providing for the reasonable expenditure of his land money for his benefit, either under supervision or without supervision, according to his competency. Experience already has proved the wisdom and utility of these rules and regulations."

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ATTORNEYS AT LAW.

COCHRAN & COCHRAN—Attorneys: Chas. E. Cochran and Geo. T. Cochran. La Grande National Bank Bldg., La Grande, Oregon.

I. H. CRAWFORD—Attorney at Law. Practices in all the courts of the State and United States. Office in La Grande National Bank Bldg., La Grande, Oregon.

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