

HAMMER SLAYER IS COOLLY SILENT

Woman in Brutal Murder Is all Smiles.

ACCUSERS MET ON TRAIN

Mrs. Clara Phillips Is Not Ruffled by Charges.

EYE WITNESS FACED

Prisoner Willingly Poses for Camera Men While on Way to Los Angeles Jail.

LOS ANGELES, Cal., July 16.—Mrs. Clara Phillips, charged with the murder of Mrs. Alberta Meadows here last Wednesday, reached Los Angeles early this afternoon in custody of Sheriff Traeger. She was taken to the sheriff's office and examined by alienists to determine her mental condition.

Mrs. Peggy Caffee, eyewitness to the hammer slaying, after being taken out of town secretly to meet the train, also arrived with the prisoner.

The meeting of Mrs. Phillips and her accusers aboard the Golden State Limited just before the train reached Los Angeles was carefully staged, but the sudden encounter failed to ruffle the equanimity of the woman charged with what is described as the most brutal murder in the city's history.

Accuser Boards Train. Mrs. Caffee, whose story of the slaying of Mrs. Meadows on an unfrequented road in the northeastern section of Los Angeles resulted in Mrs. Phillips' indictment, boarded the train at a station on the outskirts of the city in company with a detective, sergeant and a deputy sheriff. She was taken to where Mrs. Phillips sat in custody of the sheriff and Mrs. Traeger, a deputy.

"Is this the woman with whom you went riding Wednesday?" Mrs. Caffee was asked as she faced the prisoner.

"Yes," she faltered.

Mrs. Phillips laughed.

"Is this the woman who killed Mrs. Meadows?"

"Yes," quavered the young woman. Mrs. Phillips smiled, but said nothing.

Waiting Auto Is Entered. As she stepped off the train at the Southern Pacific station, where a group of camera men awaited her, her face again broke out into smiles. For a moment the shutters clicked and her teeth flashed in a succession of smiles. Then deputies hurried her toward a waiting automobile to be whisked away to the sheriff's office, where Dr. Louis Weber, alienist, was prepared to make an examination of her mental condition.

As she started to step into the car a photographer asked her to pose. She consented with alacrity, mounting the running board, head and shoulders above the large crowd of spectators which thronged the street, and smiling to the accompaniment of clicking shutters.

A. L. Phillips, husband of the alleged slayer, who told the sheriff of her flight from the city, was not at the station to meet his wife. He was in the custody of a deputy sheriff, the authorities wishing to keep the two apart until after they had questioned Mrs. Phillips in greater detail.

Conference Lasts Hour. Upon arrival at the sheriff's office Mrs. Phillips was taken to Dr. Weber, who remained in conference with her for about a half hour. When he left the room he did not state his opinion of her mental condition, but said that she had not evaded conversation. He added, however, that she had declined to answer certain questions. What these questions were he would not say.

Chief Deputy District Attorney Doran was in the room with Mrs. Phillips for about 45 minutes but declined to say what she had told him, if anything.

When the questioning was completed she was taken to the county jail where two uniformed officers and four deputy sheriffs were required to force a lane through the crowd which had gathered to see her.

Tongue Is Stuck Out. Just outside the jail door she again posed for photographers but instead of smiling, stuck out her tongue.

The officers said later that just before Mrs. Caffee made the identification on the train, Mrs. Phillips, in preparation for the arrival at Los Angeles "had carefully powdered her face and added a touch of color to her cheeks."

At the jail she was taken to the matron's quarters for the "bookings" procedure. She smiled while being weighed and measured for height. Her weight proved to be 122 pounds and her height five feet, four and one-half inches. Her complexion was officially written down as "light."

She said she was a native of Texas and 23 years of age, had

ENGLISH STATESMEN NOT AT ALL DRESSY

CABINET DOOMED, SAY THOSE WHO KNOW STYLES.

Ministers From Premier Lloyd George Down Criticized for Lack of Care.

(Copyright, 1922, by the New York World. Published by Arrangement.) LONDON, July 16.—(Special Cable.)—All is lost; the cabinet is doomed; the government may as well resign for that authoritative paper, the Tailor and Cutter, declared the ministers, from Premier Lloyd George down, do not dress with the care befitting their high offices.

"We must confess we were disappointed and slightly astonished at the premier's choice of clothes for the occasion," said the Tailor and Cutter, commenting on the recent conference with Premier Poincare. "A light gray suit does not strike us as the correct manner for a gathering which has a certain amount of formality. He has tried to be a dandy, but restlessness and adiposity will keep breaking through."

Then comes the verdict for the rest of the cabinet. The Earl of Balfour's collar and tie suggests a Methodist "parson." Colonial Minister Churchill's waistcoat "is not a fashionable addition;" Chancellor of the Exchequer Sir Robert Horne's waistcoat is ill-fitting; Sir Alfred Mond's collar is old fashioned and so is Minister of Education H. A. L. Fisher's frock coat.

Only Home Secretary Shortt, said the paper, "can be congratulated on his conception of correct clothes."

But even he does not set off without reproach, for the article speaks regretfully of his "lopsided waistcoat."

BATTLEGROUND HAS FIRE

Call Sent to Vancouver for Help in Fighting Forest Flames.

VANCOUVER, Wash., July 16.—(Special).—Battle Ground sent a hurry-up call here tonight for help in fighting a forest fire that was reported to be raging in the timber between the lake and the main road. The flames were said to have got beyond the control of the crew that was formed hurriedly. Two deputies were sent from this city and more help will be provided.

The fire was believed to have been caused by campers at the Tillamook picnic, which attracted 3000 persons to the lake today.

From Pleasant Valley there also came a report that flames were sweeping through the timber on the land of Rudolph Meyer and a man named Gibbs. They asked for help, saying that the flames were beyond their control.

CANOIST IS DROWNED

Lester Crum Loses Life After Boat Is Upset at Salem.

SALEM, Or., July 16.—(Special).—Lester Crum, 25, was drowned while canoeing in the Willamette river here tonight. Persons who witnessed the tragedy said that Crum and James Anderson had started to cross the stream but had gone only a short distance when the canoe overturned. Anderson, after making several attempts to rescue his companion, swam to shore and notified workmen at a nearby mill. Crum's body was recovered a half hour later. Crum was unable to swim.

Mr. Crum is survived by his widow and parents. He was employed by a local bakery and was well known in this vicinity.

TWO HOMES ARE ROCKED

Attacks on Homes of Non-union Shop Workers Reported.

Rock-throwers, who visit the homes of non-union railroad shop men and subject the occupants to rock bombardments, came to the attention of the police shortly after midnight Saturday when two non-union workers called for assistance. Though Sergeant Mallon and policemen hurried to the homes, the attackers had vanished.

Alex Lorenz, 373 East Fourteenth street north, was first visited by the gang. Several rocks were thrown through the windows of his home. George Reich, 756 Rodney avenue, also was subjected to a bombardment. Reich and Lorenz are both employed in the Albina shops.

CROWDS ESCAPE HEAT

City Folk Go to Country and Seashore; Mercury Hits 86.

Portland was largely deserted yesterday by the exodus of residents to the country, the seashore and various other resorts. The temperature here reached the 86 degree mark and owing to the humidity the heat was somewhat oppressive.

The river at Portland continued to recede and yesterday reached the stage of 10 feet above zero.

Another fair day is on the boards for Portland today. "The weather prediction reads: "Portland and vicinity fair; northerly winds."

THREE BURNED IN PLANE

Machine Catches Fire in Air and Plunges to Earth.

LOS ANGELES, Cal., July 16.—W. H. Robinson, aviator, and two men passengers were burned to death here tonight when the airplane in which they were riding caught fire. It plunged to earth.

BANKERS ARRIVE FOR CONVENTION

Special Trains and Auto Parties Reach City.

1000 EXPECTED TO ATTEND

American Institute Headquarters at Multnomah.

SESSION BEGINS AT 9:30

Financiers to Be Guests of City Four Days, With Programme of Work and Pleasure.

Portland today and for the three days that are to follow will be host to 1000 bankers from all parts of the country, who have assembled here to attend the annual national convention of the American Institute of Banking, which formally opens today.

Special trains brought the visitors and delegates to the city yesterday, and headquarters were established at the Multnomah hotel.

The afternoon was spent in automobile trips through the residential section of the city, and last night the bankers were guests at the municipal auditorium, where an inspirational meeting, with Bishop Walter T. Sumner as the principal speaker, was held. The Whitney boys' chorus was also featured.

Special Trains Used. The journey across the continent to Portland was not without its thrills for the bankers who are from the Atlantic states and the south. There were four special trains from the northern routes and one over the Southern Pacific from the south.

The New York delegations traveled in style. A specially arranged baggage car, containing a dance floor and a piano was attached to the train, and there the bankers and their wives enjoyed themselves when not gazing at the beautiful scenery of the mountain country.

Stops of almost two days were made by the trains at Glacier national park, and there they had an opportunity to enjoy an outing such as is not to be experienced in their own states.

Tacoma Fees Visitors. At Tacoma the bankers were taken to Mount Rainier and all who were properly equipped climbed the summit of the mountain. Saturday night Tacoma bankers entertained the delegates with a banquet and dance.

The delegates were met at the trains yesterday morning by a committee of members of the local chapter of the American Institute of Banking, headed by Lew Will-

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COYOTE IS CAPTURED WITHIN CITY LIMITS

SULKY, SCARED VISITOR IS LAOSSO BY POLICEMAN.

Wild Animal Rides to Police Headquarters in Sidecar of Motorcycle.

Motorcycle Patrolman Finn rolled up in front of police headquarters last night with a live coyote in the sidecar of his motorcycle. He had been sent out on a call at Fourth and Lincoln streets, and there found a group of small boys surrounding the animal, both it and the boys too scared to get any closer together.

Finn hails from southern Oregon, and coyotes are nothing in his young life. He borrowed a woman's clothesline, lassoed his victim and then took steps to get better acquainted. Approaching from behind, he could pet Mr. Coyote all he wanted to, which wasn't a great deal, but there was considerable action when he stood in front of it and tried to stroke the sharp, sleek head.

This peculiarity made it necessary to push the badly frightened and sulky young wolf into the motorcycle, where he sat quietly while enjoying the first ride he probably ever had in his life. Finn turned him over to the property sergeant, but that worthy is in somewhat of a quandary about the coyote's disposition.

It is thought likely that the animal might have been a captive. One of his front legs looks as though it had at some time been caught in the teeth of a trap.

TOWN HAS \$150,000 FIRE

Whole Business Block in Dayton, Wash., Is Destroyed.

DAYTON, Wash., July 16.—Fire of unknown origin, starting in a feed and livery barn early this morning, swept over a whole business block, doing damage estimated at \$150,000. Jess Pickett, engaged in fighting the flames, was struck by a falling iron wheel and had three ribs broken.

The losses include: Columbia-Dayton garage, Henry Pringle, proprietor, \$30,000; \$2000 insurance; Henry Torrey, wagon maker and blacksmith, \$20,000; no insurance; G. E. Bartlett, machinist, \$28,000; \$2000 insurance; Nilsson & Son, implements and machinery, \$5000, covered by insurance; Robert Rix, automobile repair shop, \$3500; no insurance; R. E. West, hay merchant, \$2400; \$600 insurance; Home Comfort barn, place where fire originated, G. W. Moyer, proprietor, \$2000; no insurance.

The heat from the burning buildings was so terrific that the surface of a whole block of paving was burned.

DROP OVER FALLS FATAL

Harry Gilbert, 23, Tumbles Down Cataract Near Seattle.

SEATTLE, Wash., July 16.—Harry Gilbert, 23, was hurled to his death over Kettle falls, near Index, this afternoon when he slipped from the rock while trying to take a picture of the Skykomish river above the water fall.

The youth was spending the day with his parents, Mr. and Mrs. L. J. Gilbert of this city, on a picnic.

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SHIPS CRASH IN FOG NEAR SEATTLE; 4 DIE

ANOTHER VESSEL AGROUND ON PROTECTION ISLAND.

Henry T. Scott Sunk in Collision With Harry Luckenbach. Mobile City Stranded.

SEATTLE, Wash., July 16.—Four seafaring men lost their lives when the steam schooner Henry T. Scott was sunk in collision with the big freighter Harry Luckenbach, and the Bethman Steamship line was left stranded on Protection island in two ship wrecks in Puget sound today.

At 6:55 o'clock this morning the freighter Harry Luckenbach and the Henry T. Scott crashed together in a pall of smoke and fog, and the Scott went to the bottom of the Strait of Juan de Fuca.

The Mobile City lost her way in the heavy forest fire smoke and fog which shrouded the Puget sound tonight. All efforts to float the vessel were of no avail and there was believed to be little chance of getting her off the rocks until high tide tomorrow. The tug Tye left for the scene.

The Mobile City was bound for Seattle from New York via San Francisco and Portland. She sailed from Portland at 10 o'clock Saturday morning. The vessel is commanded by Captain E. J. Gwilt.

The men who lost their lives were employed aboard the Henry T. Scott. They were trapped in the ill-fated steam schooner and went down with her. The accident occurred eight miles east of Neah Bay in the Strait of Juan de Fuca.

The dead: T. W. C. Spencer, chief engineer, 6513 Sixteenth avenue, Northeast Seattle; N. L. Nilson, third assistant engineer, San Francisco; E. Logan, oiler, San Francisco; L. Jacobson, seaman, San Francisco.

The Henry T. Scott was bound from San Francisco for Seattle. The Harry Luckenbach was steaming from Seattle and other Puget sound ports for New York via San Francisco after having loaded cargo at Portland, Or. Both vessels carried full cargoes of freight.

The Harry Luckenbach escaped serious damage, her bow being slightly crushed. After picking up the survivors of the Henry T. Scott's crew, she turned back and headed for Seattle.

Captain T. Thorsell, master of the Scott, succeeded in launching two lifeboats while the Luckenbach's crew immediately began the work of rescue.

Several members of the Scott's crew leaped into the water and were picked up by men from the Luckenbach in life boats. The Luckenbach remained at the scene from 6:05 A. M. to 7:30 A. M.

The Luckenbach crashed into the port side of the Henry T. Scott, cutting a hole 20 feet wide in the steam schooner. The Scott listed to starboard, then back to port, and as she filled with water lifted her stern with the propeller wheel still turning and plunged bow first to the bottom of the strait. The crew shifted the falls on two of the lifeboats, but before they could release them the Scott took her last plunge.

With hands clasped across a hatch cover which providentially

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5 YEARS NEEDED TO FINISH ROADS

Gaps in Oregon System to Be Filled.

PROGRAMME IS OUTLINED

Work to Require Only State and Federal Funds.

MORE JOBS AGREED ON

Commission to Push Work on Oregon, Roosevelt and Lakeview-Bend Highways.

BEND, Or., July 16.—(Special).—In five years all the highways in Oregon can be built with state money and federal aid. This does not mean that all will be built to standard, but they will be good, usable roads. Such was the statement made today by R. A. Booth, chairman of the state highway commission.

In the next five years, with state and federal aid, the central Oregon highway, the Roosevelt highway, the Lakeview-Bend highway will be pushed through and the small gaps here and there which exist throughout the state will be connected. Whether the state will be ready to co-operate with the federal aid is a matter for the people of Oregon to decide, for out of unappropriated funds now in the hands of the highway commission the work cannot be finished.

More Projects Announced. Road work for four counties was announced this afternoon by the commission, which arrived in Bend late last night on its tour of the state. The projects agreed on follow:

Lake county—Chandler station to the Narrows, on the Lakeview-Bend highway, 13 miles of rock surfacing.

Chandler station is 20 miles north of Lakeview.

Between the Narrows and Paisley on the Chewaucan, the commission has instructed the engineer to work out the right of way problem with the Hermas and make a finished road from Lakeview to Paisley. This Narrows-Paisley section is eight miles.

Klamath county—Green Springs mountain road is put on as a federal aid project. This is between Ashland and Klamath Falls. Grading is ordered from Keno to the east end of the present grading contract and graveling from the top of Green Springs mountain to the east end of the present grading contract. The distance is about 20 miles and the job is to be put on in the fall.

Work to Be Advertised. Jackson county—Improvement of the Green Springs mountain road job which laps over from Klamath county.

Coos county—Coquille-Bandon section of Roosevelt highway to be made a continuing federal aid project. Advertisement ordered of a section on the Bandon end, consisting of about four miles of grading, to connect with sections which the county court has graded. Also, the commission has ordered advertised the two miles of diking on the south end of Coquille bridge, provided satisfactory arrangements for co-operation are made with the local drainage district.

Foregoing are all of the definite plans announced today. The commission, however, has a number of other matters under consideration, such as the location of that section of the Roosevelt highway between Euchre creek and Rogue river, in Curry county. If the coast route is taken the crossing of the Rogue will be near Wedderburn and Gold Beach. A second route is further inland and crosses at the present ferry.

"No Snow" Route Sought. A search for what is called a "No Snow" route from Lakeview to Bend was undertaken by Commissioners Booth, Yeon and Barratt Saturday. Instead of following the usual route to Bend via La Pine, the party struck north to the central Oregon highway east of Millican and thence into Bend. Natives along the route who attended hearings held by the commission were not harmonious in their views on routes and judging from those statements it is difficult to find any route east of the Cascades which does not have snow in winter. The route north is still in abeyance.

In Deschutes county on the section of the Dalles-California highway from Paulina Prairie to the Klamath county line the grade has been made but must be surfaced. The commission offered to explore for gravel suitable for covering the grade. The expectation is that if the gravel is found the commission will order the work started.

Construction Held Up. Official statement was made to the commission that on December 1 it would be definitely stated whether objection would be raised against the building of The Dalles-California highway in the district which is included in the Benham falls irrigation reservoir. The possibility of this project having been

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MAN DIES IN BRAWL; 2 COMPANIONS HELD

CONDON PAINTER LOSES LIFE IN DRINKING BOUT.

CONDON, Or., July 16.—(Special).—Evan Anderson, 43, a local painter and paper-hanger, either dropped dead or was killed in the streets of this city early this morning. Two men have been arrested as a result of the death and a coroner's jury which heard evidence on the case this afternoon returned a verdict to the effect that Anderson came to his death from an unknown cause.

Anderson and a party of acquaintances, all of whom were said to have been drinking, were on the street across from the First National bank when the death occurred. Testimony at the inquest indicated that Anderson's friends wanted to put him to bed and that he was angered by the suggestion.

Witnesses said that a bystander stepped forward to prevent a fight, and that just at that moment Anderson fell, striking his head on the curb. None of the witnesses saw anyone strike Anderson, but all were under the impression that he had been knocked down.

The sheriff later arrested Jesse James Stages and Clyde Norris, both employes on the farm of Clyde Wilby, a mile from town, and locked them in the county jail pending investigation. Stages testified at the inquest protesting that he had no part in the quarrel, and that he had not seen Anderson struck. There were two other witnesses, each of whom testified along the same lines. There were five or six in the crowd around Anderson when he fell.

A physician performed an autopsy on Anderson this afternoon, but was unable to determine the cause of death. He reported that all the internal organs were in perfect condition. Further investigation probably will be made to determine what Anderson had been drinking, and it was considered probable that his stomach contents would be analyzed to determine whether he had been poisoned by the liquor.

Anderson was the son of the late "Doc" Anderson, well known in Portland, where he was an occasional resident at the Imperial hotel. Anderson had lived here about 20 years, and had a wide acquaintance. He had been married, but was divorced. He is survived by a sister, who lives in Portland, and a brother, whose residence could not be determined here today.

Funeral arrangements were held up pending the arrival of the sister.

BOYS' CAMP IS SAFE

Assistant Scout Executive Reports to Mr. Brockway.

Word has been received from Waitum lake that the boys in the Boy Scout camp there are not in the least endangered by the forest fire which is raging at Wyeth. Parents should not be uneasy about their boys at the camp, said a report to James E. Brockway from J. C. Oakes, assistant scout executive in charge of the summer camp at the lake.

Mr. Oakes reported that in no place from the highway to the lake is the Hermas creek trail to the camp threatened by the fire. He said that not until Saturday did the boys at the camp know that there was a fire in the vicinity. The actual blaze is about ten or twelve miles from the camp and does not threaten to spread in the direction of Waitum lake.

Pier Under Way. The temporary pier and highway opposite Rainier are being rapidly completed. A fleet of motor trucks from Portland were ferried across last week and are now engaged in hauling gravel for the connecting link between the pier and the town of Keelo. Steel for a railroad and heavy milling machinery will be taken over this pier and roadway. The road will be public and will shorten the distance between Portland and Keelo. A public ferry will be operated by the Long-Bell Lumber company from Rainier to its mills, and this will be opened for use some time this week.

Plans Are Announced. Since the Long-Bell Lumber company, which has for years been one of the greatest operating concerns in the south, first purchased its extensive properties in the Keelo district and started making plans for operations, his plans have been kept more or less secret. Questions of hours and of wages have been discussed more or less by the lumbermen, but Mr. Long would make no definite comment until his authorized statement was given to Mr. Coleman.

Rumor had it that it was the intention of the operators to bring negro labor from the south and this caused a great deal of caustic comment. The problem arose in the mind of Mr. Long as to whether the eight-hour working day, as adopted by the leading lumbermen of the northwest, would work out in a practical way. He was quoted from Kansas City, his headquarters, as being more or less opposed to the eight-hour day as sponsored by the Loyal Legion.

Eight-Hour Day Adopted. A careful study of laboring conditions of the mills of the northwest led Mr. Long to the belief that it was practical to adopt the "customary" hours and wages prevalent among other manufacturers of the northwest.

Today the entire payroll of 154 men now employed by the Long-Bell people near Keelo will go on the eight-hour day and will be paid at or about the Loyal Legion minimum wage. More than 100 men will

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LONG-BELL MILLS WILL RISE SOON

Firm Nearly Ready to Begin Construction.

EIGHT-HOUR DAY ADOPTED

Customary Wages to Be Paid, Beginning Today.

PLANT LOCATIONS FIXED

Head of Giant Lumber Corporation Announces Preparation for Operations.

Long-Bell Lumber company, which owns thousands of acres of valuable timber near Keelo, Wash., is about ready to start the erection of its mills. Today its entire working force will go on the eight-hour basis, and will adopt the customary wages prevalent among the leading manufacturers of lumber in the northwest.

These announcements were made by R. A. Long, president of the concern, through Norman F. Coleman, president of the Loyal Legion of Loggers and Lumbermen.

"We are now ready to commence the erection of our properties," Mr. Long wrote to Mr. Coleman. "It is our purpose immediately to adopt the customary hours and wages prevalent among other manufacturers of lumber in the northwest."

Mill Locations Fixed. That the two big mills of the Long-Bell company will be located on the Columbia river, just south of the main highway, is another announcement Mr. Long authorized Mr. Coleman to make. For some time it has been a question where the mills and ponds for the storing of logs would be located. Engineers have gone over the grounds for some time and have at last selected places on the Columbia, near Keelo, just opposite Rainier, Or.

In making preparations for the development of the big timber properties a dike 14 miles in length, with a 20-foot crown, is being constructed. The height will make it three feet above the 90-foot level of the Columbia, which is the highest water mark ever recorded.

Two Ponds to Be Built. The two ponds to be erected will stand side by side and will be located south of the main highway. Two ponds will be built, one to be used for storage purposes and the other to hold the immediate log supply. Water for the ponds will be taken from the Columbia and Cowitz rivers, and the opening in the dike on the Columbia side will be large enough to permit the entrance of logs from the river. The dike, this point reaches six feet and will serve to fill or drain the ponds as needed. The Cowitz opening on the ponds, which are on a higher level, will be used for filling purposes only.

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