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TOURISTS SPEND IMMENSE SUM

SPokane, Wash., Oct. 10.—More than \$9,000,000 was spent by motor tourists in cities and towns along the National Parks highway this year, the greatest touring year in the history of the country, according to Fred A. Adams, field secretary of the National Parks Highway Association.

"Tourists from every state in the union, with travel almost equally divided between east and west bound cars, have toured the 3,000 miles of highway from Chicago to the Pacific Coast and from Puget Sound to Lake Michigan," he said.

Mr. Adams bases the value of motor travel on an estimate of 30,000 cars; that occupants of each car spent at least \$15 a day while on the road; and that each of the 30,000 cars was on the highway a minimum of 20 days.

"I consider the estimate a very conservative one," he said. "This traffic was interstate and does NOT take into consideration the greatly increased volume of interstate travel."

Although every city and town along the highway has benefited greatly, those towns, Mr. Adams declared, which have established free camps for tourists and provided accommodations for their comfort have reaped the greatest financial harvest.

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PIECE WORK IS NOW DEMANDED

LONDON, Sept. 10.—(Correspondence of the Associated Press.)—British labor leaders have begun a general movement to increase production by industrial workers. Complaints have been made for several months of a decline in the amount of material produced. This has been attributed to refusal of the workers in many industries to work full time.

John Hodge, a member of Parliament and labor leader, expressed the belief that the adoption of the piece work system as already applied to the iron and steel industries, would solve the problem. To this, he declared, many workmen were opposed.

W. A. Appleton, secretary of the General Federation of Trade Unions, urged the men to refrain from political strikes, as the first move toward increased production.

"Political strikes must either fail or end in revolution," he said. "They are not against the capitalist but against the community. It is not the capitalists that suffer but the people. The effect of such strikes is to decrease production and increase the price of commodities."

M. Humberstone, a Sheffield leader said, "The surest way of increasing production is to give payment by results. Wherever possible it is carried out in ours, the steel, trade. In my opinion it is time we called a

halt in regard to increases in wages because it only means a further increase in the cost of living. The sooner we can make the workers realize that it is more to their interest to decrease the cost of living than to increase wages, the better it will be for all concerned."

J. T. Brownlie, chairman of the executive council of the Amalgamated Society of Engineers, was the first trade unionist to advance the idea that workmen must increase production. Other leaders quickly endorsed his view, in the hope that scores of unauthorized strikes, fostered by a craze for shorter hours and higher wages, would cease and everybody would go back to work.

ENGLAND WANTS AIR JOURNEYS

LONDON, Sept. 10.—(By mail)—That passengers are eagerly awaiting the establishment of airplane



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KLAMATH FALLS OREGON

routes to distant points in the British Empire is shown by the requests for tickets received by a company which operates an airplane line from Folkestone, Paris. On the day when the service opened, the office of the company was besieged by inquirers seeking bookings for all parts of the world. One wanted to make a trip to Venice and another demanded a ticket to Cairo.

Persons with relatives or interests in India have made numerous inquiries to learn how soon it will be possible for them to go there by airplane.

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