Morning Oregonian.

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ADAMSON BILL IS PASSED BY HOUSE

Measure to Avert Strike Is Sent to Senate.

VOTE IS SET FOR 6 O'CLOCK

Senators Agree on Programme for Limiting Debate and Insuring Action.

PASSAGE SEEMS CERTAIN

Measure Is One That Brotherhoods Say Constitutes Satisfactory Settlement.

WASHINGTON, Sept. 1.—Prevention of the threatened railroad strike through an act of Congress seemed assured tonight after the House, by an overwhelming vote, had passed the Adamson eight-hour day law and the Senate had agreed to take a final vote on the measure not later than 6 P. M. tomorrow.

Although it is possible that the Senate amendments may make conferences necessary, it is generally believed on both sides of the Capitol that when the test comes the House bill as it stands will be accepted and rushed to Shadow Lawn for President Wilson's signature, and, while no formal announcements were forthcoming from the employes' brotherhood heads tonight, it was said that this will result in the immediate dispatch of code messages calling off the general strike order for Monday morning.

Measure Satisfactory to Unions.

The Adamson bill as passed by the House by a vote of 239 to 56, with minor amendments, is the same measure which the brotherhood leaders officially declared yesterday would constitute a "satisfactory settlement" and prevent the strike. The amendments, added to conform to a draft framed by the Senate interstate commerce committee, would fix the effective date January 1 instead of December 1, 1916, and exempt railroads less than 100 miles long and electric street and interurban lines.

Briefly, it provides:

That eight hours shall be deemed a day's work and the standard for reckoning compensation of railroad employes operating trains in interstate commerce after January 1, 1917, and,

Effect to Be Investigated.

That a commission of three appointed by the President shall investigate the effects of the eight-hour standard from six to nine months and then report to Congress, present wages not to be reduced during the investigation or for 30 days thereafter, and overtime to be paid at a pro rata rate.

It was after a day of hot debate that the House passed the bill, under a special rule brought in when Republican Leader Mann objected to its consideration. Less than half of the Republicans followed their floor leader in the opposition, and when the final vote came 70 of them lined up with the majority, while only 54 voted against the measure. Just two Democrats, Representatives Steele of Pennsylvania and Black of Texas stood out against the bill, and Representative London, of New York, the only Socialist, voted for it.

Senate Discusses Own Bill.

Red tape was eliminated so far as possible to pass the measure over to the Senate, which, after several hours of lively discussion over a bill reported by the interstate commerce committee, had recessed until 8 o'clock. When the Senate reconvened the House legislation was there awaiting action.

The Senate committee bill, drafted during a late session last night, and another this morning, was the Adamson measure with the same amendments adopted today by the House and an added section empowering the Interstate Commerce Commission to fix the wages of interstate railroad employes at the end of the proposed period of investigation and thereafter.

At the outset of the night session Senator Newlands sought and obtained unanimous consent to put aside the

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FIRST BATTALION ON ITS WAY HOME

REMAINDER OF OREGON REGIMENT TO START SOON.

Arrangements for Transportation Are Completed; San Diego Sorry to See Soldiers Leave.

SAN DIEGO, Sept. 1. — (Special.) — Bronzed and hardened from their three months of patrol duty along the Mexican border, the Third Regiment of Oregon Infantry started entraining early tonight for Camp Clackamas. San Diegoans express regret over the leaving of the Third Regiment, which has made a fine impression here.

The First Battalion left the Oregon camp at Imperial Beach at noon, reaching San Diego over the tracks of the San Diego & Arizona Railway. The battalion left for Portland tonight over the Santa Fe. The train will be turned over to the Southern Pacific tonight at Los Angeles. The train consisted of eight chair cars, two baggage cars, four box cars and two flat cars.

Arrangements for transportation for the Second and Third battalions were completed tonight by the quartermaster at Fort Rosencrans. The Second Battalion is expected to leave tomorrow noon and the Third late tomorrow night or early Sunday. The mule pack train and horses will be shipped north Monday.

SEATTLE, Wash., Sept. 1.—The First Battalion of the Second Infantry, National Guard of the United States, formerly a Washington militia unit, left Calexico en route to the rendezvous at American Lake at 4:30 o'clock today, according to a report received here today from Captain Roy B. McClinton, Company A. They are expected to arrive Sunday night or Monday morning. It is probable that the Second Battalion will follow Saturday.

ARMY IS LAYING IN FOOD

Supplies for 70 Days Now Collected at Points on Border.

EL PASO, Tex., Sept. 1.—One million five hundred thousand pounds of flour and a supply of hams and bacon, sufficient to last the troops now on station in this district four months, were bought from local dealers today by Major William Elliott, district depot quartermaster.

Major Elliott said that enough food is concentrated in El Paso, Douglas, Columbus and Nogales to ration the troops at those points for about 70 days.

JAPAN MAY LEND TO CHINA

Pekin Government Responds Unwillingly to Overtures.

PEKIN, Sept. 1.—Being unable to obtain funds in the United States, Chinese officials are unwillingly responding to overtures from Japan to lend $30,000,000 or a larger amount. The money is needed immediately, as China's financial situation is desperate. Indications are that Japan's assistance will be accepted within a fortnight.

Great Britain, France and Russia will participate in the Japanese loan. The salt monopoly surplus probably will be the security.

GERMANS RETIRE IN AFRICA

British Occupy Mrogoro, Seat of Provisional Government.

LONDON, Sept. 1—General Smuts, commander-in-chief of the British forces in German East Africa, reports under date of August 30 that the German forces in that colony are in full retreat.

He announced the occupation of Mrogoro, the seat of the German provisional government, and said he believed the German military headquarters and provisional government had retired into the mountains.

SLIDE CLOSES CANAL AGAIN

Shipping Is Expected to Be Held Up About Two Days.

WASHINGTON, Sept. 1.—The slide in the Panama Canal yesterday was a purely local movement and in no way connected with the slides which closed the waterway last year.

War Department reports today from Governor Goethals said the movement occurred along the Cucaracha channel, which was congested slightly for 200 feet and impedes traffic so ships will be held up about two days.

AMERICAN STEAMER SOLD

George W. Fenwick Is Taken Over by Norwegian Firm.

SAN FRANCISCO, Sept 1.—The sale of the steel steamer George W. Fenwick, engaged for several years in the coastwise lumber trade, to a Norwegian shipping firm, is announced today by the Hammond Lumber Company.

The price named is $550,000. The vessel is registered at 2000 tons and is at present in the Orient under charter to the Robert Dollar Company.

MUSIC PRECEDES HANGING

California Murderer Enjoys Phonograph as Death Nears.

SACRAMENTO, Sept. 1. — Kosta Kromphold was hanged today at Folsom prison for the murder of John Sperbeck, an officer of the Marysville police force, last September.

He had a phonograph played in his cell last night. One of the selections he called for was "If I Had a Thousand Lives to Live."

RAILWAYS BELIEVE STRIKE PERIL PAST

Embargoes Are Modified or Rescinded.

PRECAUTIONS STILL TAKEN

Men Deny Defections From Ranks Asserted by Managers.

SOME PROMISE TO REMAIN

Thousand Conductors of Chicago, Milwaukee & St. Paul Telegraph Garretson They Will Not Walk Out if Ordered.

CHICAGO, Sept. 1.—Convinced that Congress will force them to surrender, presidents of important Western railways tonight ordered rescinding or modifications of the freight embargo established in preparation for a general railway strike. At the same time the railroad executives announced defections from the ranks of the railway brotherhoods and declared they had enough men to operate trains, strike or no strike. This was denied by brotherhood officials.

Hale Holden, president of the Chicago, Burlington & Quincy, spokesman for the railroads in the conference with President Wilson, said the railroads are convinced Congress will force through the eight-hour day law before the date set for the strike, but they are taking no chances.

Embargo Revoked; Precautions Taken.

"It seems tonight that Congress will make us surrender," Mr. Holden said, explaining an order by his freight department revoking the embargo. "The Burlington and other roads have felt today there is little chance for a strike now. We are revoking our embargo so as not to inconvenience the shippers at all. But we are going ahead with our plans to operate trains in event of a strike. The strike order must be actually revoked before we let up in our precautions. We have men enough to run our trains."

While railroad executives were claiming defection of thousands of brotherhood members, officials of the unions, through Timothy Shea, vice-president of the Brotherhood of Firemen and Enginemen, said the railways habitually circulate such stories and they have no fears their men will not obey the strike call.

Suits for Injunctions Filed.

Suits for injunctions against calling strikes were filed by individual brotherhood members in various parts of the country, including a number of Sante Fe trainmen employed in Texas.

Chairman Higgins, of the General Managers' Association of Chicago, is-

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SCHOONER BANDON DRIFTS ON BEACH

VESSELS CONSIDERED IN DANGER FROM SUDDEN STORM.

Carrier Has Second Disaster in Six Years—Tug Stands By to Float Ship at Next High Tide.

BANDON, Or., Sept. 1.—(Special.)—The steam schooner Bandon, from San Francisco for this port, broke her moorings at Port Orford, where she had stopped to work cargo, late today and drifted on the beach, the fouling of a line in her wheel having rendered her non-navigable. She was reported tonight to be resting easily and it was expected an effort would be made on tomorrow morning's tide to float her, the tug Klihiam having gone from here for the purpose.

The Bandon carried no passengers and the only cargo on board was 25 tons of hay. The chief element of danger in the situation arises from the fact that Port Orford is an open port, and in case of sudden storm it was considered likely the vessel might be wrecked. A rising wind was reported tonight.

The Bandon is a wooden vessel of 350 tons net register. She is owned by the Oregon Transportation Company, of San Francisco, and is the second vessel of that fleet to meet disaster this year, the other having been the steamer Fifield, which was wrecked off this port February 29 last.

Six years ago today the Bandon was wrecked on the jetty here, but was later salvaged and repaired. Loss of the Bandon at this time would be a serious blow to local shippers, as the fleet coming here is already inadequate.

FEDERAL PROBE ORDERED

Grand Jury to Investigate Affairs of Edward W. Morrison.

CHICAGO, Sept. 1.—Federal investigation by a special grand jury into the intricate financial affairs of Edward T. Morrison, whose creditors have filed a petition in bankruptcy, was ordered by Judge Landis, of the United States District Court, today.

Morrison, it is charged, has been fleeced out of a large part of his fortune, which is estimated to have been from $3,000,000 to $6,000,000.

SUBMARINE L-6 IS FLOATED

Vessel Believed Undamaged by Going Aground.

LONG BEACH, Cal., Sept 1.—The United States submarine L-6, launched here yesterday, was towed from a mud bank in the harbor at high tide today, nearly 24 hours after the vessel struck bottom a few moments after taking the water. Officials of the California Shipbuilding Company said the submarine apparently was undamaged.

The submarine will later be placed in drydock for final inspection.

Moving Van Drivers on Strike.

ST. LOUIS, Sept. 1.—Five hundred van drivers, chauffeurs and helpers struck here today for recognition of the union, a wage increase and a 10-hour day. No attempt was made to move wagons.

BRIDGE CONNECTION GRANTED CAR LINE

Old Trestle Approach to Continue in Use.

TERMS TO BE DECIDED UPON

Question of Requiring Jitney Franchise Will Come Up.

COLUMBIA SPAN NEAR DONE

Agreement on Fares to Be Subject to Approval in Oregon and Washington, and Also by Secretary of War.

The Portland Railway, Light & Power Company will be permitted to put in a connection with the Interstate bridge from the end of its present Vancouver line, utilizing its old right of way and trestle up to the bridge, according to action taken at the meeting of the Interstate Bridge Commission at the Courthouse yesterday afternoon.

The Commission met with representatives of the railway company and various details of the proposed common-user franchise to be granted the company were discussed. Under the law the franchise must contain a common-user clause.

Plans Call for Double Track.

The proposed franchise, as submitted by a committee composed of District Attorney Evans, E. E. Howard, consulting engineer, and District Attorney Blair, of Vancouver, provided for the construction of new double tracks down the embankment approach to the bridge, being a distance of approximately two miles.

F. I. Fuller, vice-president of the company, objected to this, explaining that it would mean an outlay on the part of the company of approximately $100,000. He asked, however, that his company be given an option whereby they might have the right to change their track to the embankment within a certain period of, say, five years.

Trial Period Sought.

"We want the franchise," he said, "but we want to make connections across the bridge with the least possible outlay. We have lost $500,000 during the last few months because another form of transportation has come in which is unregulated. The situation is a serious one with us, and the future of the street railway is uncertain."

In asking for a five-year option, Mr. Fuller explained that within that period his company would know whether the street railway is to be supplanted by some other form of transportation, and would consequently know whether to invest further money in the enterprise.

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GIRL, 14, WEDDED IN LAUNCH AT SEA

PART OWNER OF CRAFT MARRIED BY CAPTAIN.

Bridegroom in Romance at Florence Is 32—Bride Too Young to Secure License Ashore.

FLORENCE, Or., Sept. 1.—(Special.)—Cupid may find a way when the course of true love fails to run smoothly.

He did so in the case of Andrew Jackson, of Mapleton, 32, and 14-year-old Lottie Sherman.

When they were unable to marry because the bride-to-be was under legal age to procure a marriage license, they boarded the launch Restless, of which Mr. Jackson is one of the owners, taking with them a company of relatives and close friends. Then they moved down the river and out safely beyond the three-mile limit on the high seas. The words which united the couple were spoken by Captain Ira Harrington. The party then returned to Florence.

This is the second wedding of local persons on the high seas within the past two years. The first was when Captain Harry Reed united E. E. Hazen and Mrs. Alice M. Scott on board the launch Lena, a small boat used only on the river.

The Restless was built for use in freighting and halibut fishing, and has made trips to Coos Bay, the Columbia River and other ports in charge of its owners, the Jackson brothers.

UNNAMED BOY, 3, DROWNS

Child Held Under Water in Flume by Nails Catching Clothes.

HOOD RIVER, Or., Sept. 1.—(Special.)—The 3-year-old son of Mr. and Mrs. C. R. Warner was drowned this afternoon in an open irrigation flume in front of the Warner home, in the Barrett district. No one saw the child fall in the flume. When found, the lifeless body was held to the bottom of the structure by protruding nails.

The water in the flume though not very deep, flows swiftly, and it is thought that the force of the stream caused the child's clothing to become so entangled in the nails that he was unable to extricate himself.

Despite his three years of age, the little boy's parents had never named him.

BRYAN TO MISS CEREMONY

Engagements Will Prevent Presence at Mr. Wilson's Notification.

NEW YORK, Sept. 1.—William Jennings Bryan will not attend the ceremonies at Long Branch, N. J., at which President Wilson will be notified of his renomination tomorrow, it was announced at the National Democratic headquarters today.

Mr. Bryan sent a letter to Vance C. McCormick, National chairman, saying that engagements previously made would prevent his being present.

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YESTERDAY'S—Maximum temperature, 78 degrees; minimum, 60 degrees.

TODAY'S—Probably fair and cooler; westerly winds.

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Hasty action by Congress without investigation protested by Portland business men. Page 3.

Adamson bill passes House. Page 1.

Portland may route freight over Canadian lines. Page 3.

War.

King Constantine of Greece said to have abdicated. Page 4.

Greek troops in Macedonia rebel. Page 4.

Mexico.

Villa and 500 men headed toward border. Page 13.

Politics.

Mr. Hughes criticises armed intervention in Haiti and San Domingo. Page 2.

Hiram Johnson invited to make speeches in Oregon for Republicans. Page 5.

National.

President Wilson at Summer home, awaiting notification. Page 5.

Domestic.

First battalion now on way home; remainder of regiment to follow at once. Page 1.

Mayor Sebastian, of Los Angeles, resigns under fire. Page 2.

Sport.

Pacific Coast League results: Portland 6, Los Angeles 0; San Francisco 5, Salt Lake 4; Vernon 4, Oakland 2. Page 14.

Napoleon Direct paces mile in 2:00¾. Page 15.

Maurice McLaughlin is defeated by George M. Church in National tennis play. Page 15.

"Billy" Speas receives five days' notice of release from Portland club. Page 12.

Brooklyn is shut out twice by Phillies. Page 14.

Pacific Northwest.

Muriel is crowned queen of regatta. Page 1.

Camp Withycombe is prepared to receive Oregon troops. Page 7.

Forger, wanted in Portland, killed by Centralia police chief. Page 7.

Girl, 14, weds man, 32, on launch at sea. Page 1.

Schooner Bandon drifts onto beach. Page 1.

Commercial and Marine.

Wheat and flour trading for Eastern account at standstill. Page 19.

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Streetcars to connect with interstate bridge by old trestle approach. Page 1.

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Plea is made for reforms in school curriculum. Page 6.

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Judge McGinn finds alleged bootlegger not guilty. Page 18.

Alleged forger held here wanted in Colorado. Page 11.

Principal of Girls' Polytechnic School to fight for her place. Page 6.

Frank J. McGettigan appointed manager of Orpheum. Page 9.

Liquor case appeal breaks record in rush to Judge McGinn's court. Page 20.

Weather report, data and forecast. Page 19.

Sheridan lumber mill closes today because of car shortage. Page 12.

MURIEL IS CROWNED QUEEN OF REGATTA

Guns and Whistles Join in Noisy Welcome.

FLOWERS STREW ROYAL PATH

All but One Cruiser Is Disqualified in First Race.

PORTLAND BOY IS WINNER

Brilliant Reception and Ball for Queen and Admiral Close First Day—Water Sports Fill in Time Between Races.

ASTORIA, Or., Sept. 1.—(Special.)—The 21st annual Astoria regatta came into being this morning, and while the lowering skies and a heavy shower of rain curtailed the attendance at the opening events, they did not slacken the enthusiasm of the happy spectators.

Shortly before 8 o'clock amid the booming of cannon and the shrieking of whistles, Queen Muriel and her court and Admiral Cronan and his staff arrived on the royal barge T. J. Potter. They were greeted by Chairman Harley, Mayor Johnson and the members of the reception committee and received a hearty welcome.

Flowers Strewn in Queen's Path.

On the arrival of Queen Muriel a beautiful bouquet of asters, the official regatta flower, was presented by Miss Emma Wooten, of this city, a prominent University of Oregon girl. As the party stepped ashore, four little girls strewed flowers in Queen Muriel's (Miss Saling) path. They were Misses Eleanor Eakin, Bernice Davies, Loris Gratka and Eva Clare Love. On the arrival at the grandstand King Neptune (Don Simmons) crowned Miss Saling queen of the harvest and of the sea.

Mayor Fred J. Johnson, in a few words inviting Queen Muriel to accept the rulership of the city, presented to her the golden key to the city of Astoria, and Governor Withycombe greeted the happy rulers of the Astoria regatta.

Maids of Honor Attend.

Queen Muriel's maids of honor in her reign at the city by the sea are Miss Lillian Hendrickson, of Portland; Mrs. Maud C. Gilman, of Portland; Miss Edyle Fraasch, Eugene; Miss Louise Taylor, Portland; Miss Mildred Pegg, Vancouver; Miss Margaret Norberg, Astoria; Miss Jessie Reith, Astoria.

Guests of honor are Admiral Princess, of the regatta; Mrs. John E. Cronan, of Portland; the Princess of Portland, Miss Sue Schacht; "King Joy," Til Taylor, of Pendleton; Mrs. F. Ritzinger, of Portland, and Mrs. Saling, mother of Queen Muriel, of Pendleton.

The water conditions were ideal this morning for the boat races, and some interesting and close contests resulted. A decided improvement was made this year in reducing the length of the course from five to three miles, and thus the contesting craft were in plain sight of the flagship and the grandstand from the start to the finish.

Course Well Patroled.

This fact added materially to the interest in the contests, especially from the spectators' point of view. Captain Dodge, of the cutter Unalga, detailed several officers to patrol the course, and the result was that none of the racers were hampered.

The first race of the morning was the cruiser handicap contest, in which there were six entries. They were the Peggy II, Rowmar, Sea Wolf, Martena, Service and Wanderlust and they got away in the order named, their handicap being imposed at the start. Under the rules no boat was allowed to make the course of three miles in less than 24 minutes and 52 seconds, and this proved the undoing of all except the Rowmar, which was the last craft in but won first prize.

All Want to Race Again.

All of the others were disqualified, at the request of all the contestants this race will be run again tomorrow.

The second race scheduled was the first heat in the free-for-all speedboat contest. It was seven times around the course, or 21 miles, for a prize of $10 a point, the winner getting five points, second three points and the third receiving two. The winner of the greatest number of points in the three heats will be the Pacific Coast champion for this year.

The only entries were Volger III, run by Orthe and Frank Mathlot, and Vogler II run by Gus Gade. The latter had engine trouble and did not get away until after her contestant had made the first lap, but she made an excellent showing during the remainder of the race, running the six laps neck and neck with the larger craft, but, of course, was able only to get second place.

Water Sports Fill in Races.

The last water contest of the morning was the race between four-horsepower Columbia River fishboats, twice around the course, or six miles. The prizes were: First, 24 pounds of twine; second, $25; third, $15; fourth, $10. There were seven entries, but two of them missed buoys and soon dropped out. The contest was hotly fought and was won by No. 01144, with No. 0716

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SOME OF THE ADMINISTRATION'S CHILDREN WHO WILL NOT ATTEND THE PARTY ON SHADOW LAWN TODAY.