



CONGRESS REMOVES ALL STAMP TAXES

Conferees to Increase Levy on Munitions.

ADJOURNMENT IS POSTPONED

Filibuster Directed at Corrupt Practices Act in Senate.

SATURDAY MAY SEE FINISH

Long Debate on Emergency Revenue Bill in Conference Becomes Probable—Senators Meanwhile Clamor for Minor Bills.

WASHINGTON, Sept. 6.—Elimination of all stamp taxes in the emergency revenue bill, seriously objected to by the House, was agreed upon late tonight by the conferees...

Public Announce Removed. Sacrifice of the proposed stamp taxes puts the revenue bill back in accord with the original determination of the Administration...

Retaliatory Clauses Retained. Amendments empowering the President to retaliate against foreign interference of American mails and commerce, it was said, would be retained...

House May Act Again. The conference adjourned shortly after midnight to meet again at 9 o'clock tomorrow morning.

Adjournment Is Delayed. Plans of Administration leaders to adjourn Congress tomorrow night, however, were abandoned tonight when the committee indicated that it could not reach an agreement until some time tomorrow at the earliest.

It was announced that some of the House members were considering referring one or two matters back to the House before final agreement could be reached.

Members of the committee predicted that full agreement probably would be reached tomorrow.

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HOME OF SOCIALIST TEACHER IS BURNED

MRS. FLORA F. FOREMAN IN LIMELIGHT AGAIN.

Possessions Are All Destroyed While She Is at Marshfield Complain of Beating.

MARSHFIELD, Or., Sept. 6.—(Special.)—While Mrs. Flora F. Foreman, the socialist school teacher, was absent at Coquille, attending a session of the grand jury, to give evidence in her complaint against Mrs. Abe Angerson, of Kentuck Inlet, whom Mrs. Foreman claimed assaulted her, her home on Kentuck Inlet burned and all her earthly possessions were consumed in the conflagration.

The case of alleged assault was being investigated at Coquille and besides Mrs. Foreman, Mr. and Mrs. Abe Anderson and several witnesses for both sides were at the county seat.

The house of the militant socialist school teacher stood only a few rods from that of J. Olson, who was her closest neighbor and from whom she rented. Mr. and Mrs. Olson were visiting in another portion of the Kentuck Inlet neighborhood last night when Mrs. Foreman's home burned.

Today, Mrs. Foreman, on returning to Marshfield from Coquille, where the grand jury found in her case "not a true bill," said:

"You see me here with all my possessions. I haven't another article of clothing nor anything else left to my name. All I possessed went up when my home burned."

Mrs. Foreman hesitated to see if there would be any sympathy extended her, and hearing none continued: "No matter, I shall still be a revolutionist. I will stick to principle if they burn even the clothes I have on my person."

Upon being informed of the burning of the home, District Attorney L. A. Liljequist ordered the strictest investigation, and hailed, through Sheriff Alfred Johnson, every material witness from Kentuck Inlet who might have any information valuable to a grand jury.

IMPORTED MONKEYS DYING Climate Deadly to Animals Brought for Medical Experiments.

SAN FRANCISCO, Sept. 6.—Out of 100 monkeys which arrived here Friday from the Orient for Government laboratories, 40 have died and many of the survivors are reported dying.

The monkeys were to have been used for experiments with infantile paralysis serum.

The monkeys, according to the officials in charge of them, were in good health until they reached the temperate zone, where the cool breezes proved too much for their sensitive lungs. Death in nearly every case was the result of pulmonary trouble.

POSTOFFICE SAFE BLOWN

Athena Office Robbed of \$40 in Stamps and Few Cents.

PENDELTON, Or., Sept. 6.—(Special.)—The Athena postoffice safe was dynamited last night by robbers. About \$40 in stamps and a few cents which had been left in the safe were taken by the robbers.

Postmaster Charles O. Henry discovered the robbery this morning when he opened the office. The door was blown so skillfully that no one in the city heard the report. Sheriff T. D. Taylor and Deputy James Eates, who are at work on the case, have no clue to the robbers.

OFFICER LOSS IS HEAVY

2506 British Commanders Added to List in Two Weeks.

LONDON, Aug. 25.—(Correspondence of the Associated Press.)—Casualty lists for the first two weeks of August show that the British army lost 609 officers killed, 1702 wounded and 204 missing, a total of 2506.

This brings up the losses since the beginning of the war to 38,922 officers, of whom 11,442 have been killed or died of wounds, 24,680 wounded and 2890 are missing.

TELLER ROUTS 2 ROBBERS

Armed Pair Flee When Bank Employee Opens Fire.

DETROIT, Sept. 6.—Two armed men unsuccessfully attempted to rob the branch of the Federal State Bank here shortly before noon today. The men retreated as bullets from the paying teller's revolver whistled by their heads.

They did not obtain any money.

361,693 CANADIANS ARMED

Enlistments Show Decrease Since Month of May.

OTTAWA, Ont., Sept. 6.—Canada has 361,693 men under arms, according to figures announced today.

During the month of August there were 7246 enlistments, as against 8675 in July, 10,796 in June and 15,090 in May.

BREMEN IS EXPECTED SOON

Submarine Liner's Arrival in America Forecast in London.

LONDON, Sept. 6.—It is reported here that the German submarine merchantman Bremen may be expected at an American port within 10 days.

STREET CAR STRIKE TIES UP NEW YORK

Subway and Elevated Lines Men Quit.

SURFACE CARS AFFECTED, TOO

Thousands of Policemen Ready to Aid in Keeping Order.

BARNS HEAVILY GUARDED

4000 Strikebreakers on Hand and More En Route to Aid in Keeping Traffic Moving—Union Officials Seem Confident.

NEW YORK, Sept. 6.—A strike was declared early tonight by unionized employees of the subway and elevated railway lines operated by the Interborough Rapid Transit Company.

Union officials asserted that New York's electric transportation facilities would be completely paralyzed by morning. They were confident that the motormen and conductors on the surface lines would strike through sympathy.

Theodore P. Shonts, president of the Interborough Rapid Transit Company, declared that the company could cope successfully with the situation and "guarantee transportation to the public."

Should the strikers succeed in their purpose, New York will face the worst tie-up in its history. Thus far the union has confined its demands to the Interborough and its subsidiary surface carline, the New York Railways Company. Employees on the "Green Car" line of the New York Railways Company also voted to strike.

This is one of the most important of the city's surface car lines. The men acted through sympathy for the subway and elevated railway employees.

The Interborough employees demand an annulment of individual contracts binding them not to seek wage increases for two years.

Five thousand patrolmen held in station houses in anticipation of the strike were pressed into service. Preliminary details called for policing each subway and elevated train and all stations. In the event of a strike on the surface car lines, it was said, one patrolman would be placed on each car.

Barns to Be Guarded. Special squads of policemen and detectives will guard power houses and car barns, in many of which strikebreakers have been quartered.

Oscar S. Strauss, chairman of the Public Service Commission, requested that the strike be held up pending another attempt by himself and Mayor Mitchell to settle the trouble. The labor leaders declined.

Union leaders declare many workers were discharged today because they refused to take off their union badges.

Interborough car barns gave the appearance of barracks. Approximately 4000 men have been housed and fed in the barns.

(Continued on Page 4, Column 1.)

MEN WIN BATTLE IN MOUNTAINOUS SEAS

CANNERY TENDER WRECKED 20 MILES OFF ALASKAN COAST.

Metal-Lined Hold Saves Craft From Breaking Up on Rock and Enables Early Salvage.

SEATTLE, Wash., Sept. 6.—(Special.)—Five men were forced to abandon their vessel in the dead of the night on a pinnacle rock, 20 miles off the barren Alaska shore, and to battle with mountainous seas in open lifeboats for 15 hours.

This was the exciting experience told today by the crew of the cannery tender Katmai, which arrived in Seattle late yesterday, nine days from Uyak, Kodiak Island.

The wreck occurred shortly after midnight, August 2, while the Katmai, bound from Chignik for Uyak, was feeling her way along in a dense fog. Suddenly there was a crash. The vessel soon was leaking. The crew lost no time in launching the two lifeboats.

With a heavy sea running, and their small craft in grave danger of being swamped, the crew of the Katmai started for Chignik, 20 miles distant, leaving their vessel to her fate on the pinnacle rock. It was a hard pull of 15 hours, but the men weathered the storm and reached the cannery at Chignik in safety.

A few days later the Katmai was floated, patched up and towed to Uyak, where she was made ready for her voyage to Seattle in tow of the Shell-kof.

Members of the crew of the Katmai said that the fact that the fishhold of the vessel is lined with metal saved her from being pounded to pieces by the seas that swept over her for many hours.

BEE STING NEARLY KILLS

Stanfield Man Has Narrow Escape From Death.

STANFIELD, Or., Sept. 6.—(Special.)—Shortly after receiving a sting over the eye from a honey bee this afternoon, A. D. Greaves collapsed and it was with difficulty his life was saved.

He was in a buggy with his wife when the bee stung him. He asked his wife to drive hurriedly to Stanfield to a physician's office. Before reaching the doctor he collapsed, and for a time it seemed he would die.

Dr. Alex Reid, whose work saved Mr. Greaves' life, said he had never known a case like this. He said poison from the bee evidently had been injected into a blood vessel and was carried directly to the heart, where it had exerted a most unusual effect.

BULL GOES MAN TO DEATH

Farm Hand Near Oakville Attacked While Watering Animal.

ALBANY, Or., Sept. 6.—(Special.)—Clifford Smith, a farmhand, was gored by a bull last night and died today as a result.

He was employed on the farm of Victor Yates near Oakville. He went to the barn to water the animal. Soon Mr. and Mrs. Yates, who were in the house, heard him crying for help and rushed to his assistance. He was badly gored and trampled before the animal could be driven away.

Smith was 42 years old and was unmarried. The funeral will be held at the Oakville Church tomorrow, with interment in the Oakville Cemetery.

HIS MEAT.



FRENCH NEAR FOE'S MAIN SUPPORT POINT

German Supply Railway Is Cut Also.

NEW POSITIONS ARE CAPTURED

Chaunles Is Now Threatened From Two Sides.

BRITISH GAIN GROUND, TOO

Advance Is Made to Within Mile of Combles—London Sees Hint of Withdrawal in Official Report From Berlin.

BY ARTHUR S. DRAPER. (War correspondent of the New York Tribune. By special cable.)

LONDON, Sept. 6.—(Special.)—General Foch, shifting his attack again today from the north to the south of the Somme, reached the outskirts of Chaunles, the main support of the German line in the sector from Peronne to Roye. The French also reached the railway from Chaunles to Roye, thus cutting one of the two roads which supply the Roye salient.

The French gains were made after heavy counter-attacks had been beaten back. Assaulting the Teuton line on a front of more than 12 miles, Foch's troops carried the greater part of the village of Berny-en-Hanterre, northeast of Chaunles, and the northern part of Vermandovillers, lying to the southwest.

Chaunles Is Threatened. Chaunles is threatened from two directions. The thrust directly eastward has not yet been turned, and besides the capture of the positions to the north today, the French are making a flanking movement.

A large part of the salient from Chaunles to Peronne now has been eliminated.

The British meanwhile have endangered the German grip on Combles. Re-suming the attack last night, General Haig's troops captured the Leuze woods, less than a mile northwest of Combles. This gain in addition imperils Ginchy, which lies well west of the new French line, and leaves the Germans the alternative of withdrawing or surrendering.

Withdrawal May Follow. On both banks of the Somme the fierce battle continues. Berlin reports that 50,000 allied troops are attacking the Picardy line and that south of the Somme 200,000 French are massed. Taken in conjunction with Berlin's official statement that the artillery fire in the last few days exceeded in expenditure anything known before, some observers here see a hint that the Germans plan a withdrawal from the Roye sector.

The power behind the French strokes has aroused the greatest admiration in London. Foch's troops hardly have rested from one blow before another is begun. Less than 12 hours after they had repelled repeated counterblows south of the Somme last night.

(Continued on Page 4, Column 3.)

SANTA FE NOT TO OBEY 8-HOUR LAW

ORDER BY SUPREME COURT WILL BE AWAITED.

Railroad President Says Legislation Was Enacted Under Duress and Will Be Ignored.

TOPEKA, Kan., Sept. 6.—E. P. Ripley, president of the Atchison, Topeka & Santa Fe Railroad, declared tonight in a formal statement that the Santa Fe does not intend to comply with the Adamson eight-hour law, recently enacted by Congress to avert a threatened railroad strike, until ordered to do so by the United States Supreme Court.

Mr. Ripley's statement follows: "Congress, hastily acting under a threat of four leaders of labor organizations, enacted a so-called eight-hour law, which is nothing more or less than an advance of 20 to 25 per cent in the wages of the best-paid men in railway service. It is only fair to the public and to our employes to say that the Atchison, Topeka & Santa Fe Railway Company does not intend to comply with the law until ordered to do so by the court of last resort."

"There is no likelihood that any class of Santa Fe employes will receive increase in salary until the wage trouble with the trainmen is settled," Mr. Ripley said later.

"I have said, and still maintain, that any class of railway workers is entitled to more money than the trainmen," Mr. Ripley explained, "but by saying that other workers than trainmen are entitled to more money, I do not mean to say that we have in mind any advance in wages for any of our employes."

"Advances certainly will await the outcome of the argument with the brotherhoods."

PEARL FOUND IN GIZZARD Gem Recovered From Sole Rooster Retained in Big Flock.

HELENA, Mont., Sept. 6.—A year ago Mrs. Reinold Kleinachmidt, then living in Missoula, Mont., lost from an egg a pearl said to be worth \$1000. When she left Missoula she sold a flock of chickens, keeping one old rooster.

Yesterday she slew the bird and the pearl was found in his gizzard.

GASOLINE PRICE AGAIN CUT

Another Reduction of One Cent Puts Mark at 22 Cents a Gallon.

NEW YORK, Sept. 6.—Another reduction of 1 cent a gallon in the price of gasoline, making the wholesale price now 22 cents a gallon, was announced today by the Standard Oil Company.

INDEX OF TODAY'S NEWS

Table with multiple columns listing news items and page numbers. Includes sections for 'The Weather', 'War', 'National', 'Domestic', 'Sports', 'Commercial and Marine', and 'Portland and Vicinity'.

SHORTAGE OF CARS CHECKS INDUSTRY

Lumbermen Clamor for Rolling Stock.

MANY MILLS FACE SHUTDOWN

One Already Has Been Forced to Close Plant.

RELIEF NOT YET IN SIGHT

Eastern Roads Divert Southern Pacific Cars to Own Uses While Oregon Suffers—Hearing May Be Held.

Western Oregon lumber manufacturers, dependent upon the Southern Pacific for their cars, are growing desperate.

One mill already has been forced to close and others soon will be confronted with a similar necessity unless the situation is relieved.

And no immediate relief is in sight. The Southern Pacific has an order for 3000 new cars due from Eastern manufacturers within the next 30 days and as soon as they start to arrive a measure of relief may be forthcoming.

Cars Needed at Once. But many mills cannot wait 30 days. In fact some of them cannot wait 10 days. They must have cars at once or they will be forced to quit business, temporarily at least.

A temporary shutdown, it is feared, will cause permanent damage. Such mills will be forced to turn their business over to their competitors in the state of Washington and in those parts of Oregon that are able to get cars.

Business once so diverted is likely to remain diverted, they say. A customer likes to do business where he can depend on service. When once the word gets out that a mill cannot give dependable car service, it is feared, the resulting damage through loss of business will be irreparable.

Hearing Will Be Held. Frank A. Miller, chairman of the Oregon Public Service Commission, was in Portland yesterday and discussed informally the suggested proposal of conducting a public hearing on the subject. It is probable, however, that hearing cannot take place for 10 days, and by that time some mills will be past the stage where a hearing will do them any good.

Meanwhile, the Willamette Valley Lumber Manufacturers' Association is proceeding with its plans to bring civil action against the Southern Pacific for damages. They will seek to recover for the losses sustained through failure to get cars.

Suit Will Do Little Good. This suit, if it is brought, will be filed in the Federal Court. But, even should it prove successful, it would offer little compensation for the intrinsic damage.

What the lumbermen want is cars. They are not seeking revenge, they say, and have no spiteful purpose of punishing the railroad. They are hopeful only that their action will bring the desired result—cars.

It is apparent that the Southern Pacific officials in Portland and other places along the line are doing their utmost to relieve the situation. They are trying to distribute their meager supply of cars among their numerous clamoring customers, but their efforts are woefully deficient, simply because they haven't near enough cars to go around.

Improvement Is Slight. The net shortage last night, according to the Southern Pacific car service department's own figures, was 895. This shows a slight reduction since last week, but this total has been fluctuating erratically and is as apt to cross the 1000 mark again today as not.

The gross shortage yesterday was approximately 1500, representing the demands not only of the lumber industry but of all merchandise shippers, farmers and all other classes of business combined.

To offset, partially, this enormous demand, the Southern Pacific received, through the Ashland gateway, yesterday 23 closed and three open cars under load and 14 closed and 17 open cars empty. There are also on hand 233 empty closed and 80 empty open cars and 183 closed and 68 open cars under load awaiting to be unloaded.

Fruit Not Affected. The fruit industry is not seriously affected by the shortage, as it is served with refrigerator cars by the Pacific Fruit Express, whose car service bureau operates independently of the railroad bureaus. The cars are handled by the railroad on a wheelage basis.

Local officials at the Southern Pacific deny that Oregon is the only sufferer from the car shortage. They had reports yesterday that the California lines were short an aggregate gross of 1891 cars last Saturday. This shortage is distributed all over the Southern Pacific lines in California, where, naturally, the requirements are much greater than in the western counties of Oregon. Obviously, the shortage there is not so severely felt as a shortage of like proportions in Oregon.

Electric Line Helps. A. C. Dixon, manager of the Booth-Kelly mills at Springfield and Wendouville, says that the electric line helps.

(Continued on Page 3, Column 1.)