

ROUMANIANS IN FIERCE FRONTIER BATTLES

WEATHER—Fair, warmer.

FINAL EDITION

The



World.

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WILSON URGES CONGRESS TO PASS LAWS TO SAFEGUARD NATION AGAINST STRIKE

ROUMANIANS AND RUSSIANS JOIN IN MOUNTAIN BATTLE; INVADERS BEATEN, SAYS BERLIN

Rome Hears That King Ferdinand's Troops Have Attacked Successfully Along Whole Teutonic Front—80,000 Invading Hungary.

BERLIN, Aug. 29 (via London).—Reports were received here to-day to the effect that the Roumanians have been defeated in their first efforts to force a way through three mountain passes into Hungary.

The following details of the first field action between the Roumanian and Austro-Hungarian forces are available here:

On Sunday a Roumanian force estimated at one to two battalions had managed before the declaration of war to reach the Rothenthurm Pass, through which runs the railroad to Bucharest. The Roumanians attempted to break through the boundary works and were prevented from doing so by the Austro-Hungarian border guard in a short rifle action.

The Roumanians also attacked the Austro-Hungarian force at Toerzburger Pass and met with the same fate.

A third body of Roumanians advanced on Toemesa Pass, near Predeal, with no better result.

The junction of Russian and Roumanian forces in the Carpathians is indicated in the official announcement from the War Office, which says fighting has occurred with Russo-Roumanian troops.

ROUMANIANS JOIN RUSSIANS IN INVASION. SWITZERLAND HEARS

ZURICH, Aug. 29 (via Paris).—Roumanian troops which had been concentrated at Jassy, near the Russian frontier, entered Transylvania at a point to the west of Piatra and, according to information received here, joined forces with Russian troops from Bukovina.

LONDON, Aug. 29.—Roumanian troops attacked on the whole Teutonic front yesterday and obtained successes, said a Bucharest despatch transmitted from Rome by wireless to-day.

Desperate fighting on the border between Roumania and Hungary is reported in an L. change Telegraph despatch from Berne, Switzerland. The Roumanians, the message says, are making furious efforts to capture the important mountain passes.

At the first declaration of hostilities 80,000 Roumanian troops started to move toward the Transylvania frontier for the invasion of Hungary. Reports received here estimate that the Teutonic allies had 150,000 men ready to meet this force.

Advance guards of the Roumanian force crossed the Hungarian boundary in a swift advance on the two Transylvanian cities of Hermannstadt and Kronstadt. It is these forces which engaged the Teutons in the Rothenthurm Pass, fifteen miles from Hermannstadt, and in the passes a few miles from Kronstadt.

A despatch from Rome says that King Ferdinand of Roumania to-day left Bucharest for the front to take command of the army.

The Roumanian troop movement is going forward like clockwork, the going advice received here to-day indicated. King Ferdinand's armies, almost completely mobilized and awaiting the word of war, were prepared to strike quickly in whatever front the Roumanian General Staff determined to start its major campaign.

GERMANY HAD ANTICIPATED MOVE BY ROUMANIA.

The Germans acted with equal

ST. JOHN GAFFNEY STORM CENTRE FOR ANTI-BRITISH TALK

Ex-Consul Accused of Saying He Envied Man Who Torpedoed the Lusitania.

IS SEARCHED ON SHIP. Comes Home Protesting Action of English—Hits at Wilson as Pro-British.

T. St. John Gaffney, former United States Consul in Munich who was removed by President Wilson because of his violent pro-German utterances and actions, was a storm centre on board the Scandinavian-American liner Frederik VIII, which reached port to-day from Christiansand. Mr. Gaffney, after he had been thoroughly searched by the British authorities at Kirkwall in England, developed an anti-billy strain which would have impelled many of the passengers to throw him an anchor had he fallen overboard. He said he is going to campaign for Hughes.

After his removal from office Mr. Gaffney came to the United States, voiced his opinion of the Administration and then returned to Germany to look after business interests. When the Frederik VIII reached Kirkwall on the trip to New York the British officers were waiting for him with open arms. They had been informed that he was on board for New York.

They gave Mr. Gaffney a thorough looking over, inspecting his person and his personal belongings. He asserts that they stole his private address book and two \$100 bonds of the Wisconsin Edison Company and violated his rights as an American citizen. He intends to file a strong protest with the United States Government.

It was shortly after leaving Kirkwall according to passengers that Mr. Gaffney remarked, in the hearing of a number of persons, that he would like to see the German flag flying over the White House. What I said was that I would like to help haul down the English flag from the White House. The atmosphere of the White House is viciously pro-British. Mr. Wilson reads the London Times and the Post and would rather believe what they say than the truth.

John G. Simon, who is connected with Rice & Hutchins, a shoe concern of No. 10 High Street, Boston, asserts that he heard Mr. Gaffney, in the smoking room of the Frederik VIII, about two days out from Kirkwall, say: "I wish I were the man that shot the torpedo into the Lusitania." Others tacitly admitted that they heard the remark, among them United States Consul General William P. Pike, returning from his post at Coulog, Germany.

GIRL OF 15 TRIES TO DIE.

Said at Brother's Refusal to Live at Home, Police Say.

Edith Taylor, fifteen years of age, No. 122 Lexington Avenue, was taken to the Harlem Hospital last night, a prisoner, after she had swallowed iodine.

The police say the refusal of her brother Edward to live at home was responsible for her act. Edith kept house for her father, her mother being dead. Edward called last night, and she sought to persuade him to live at home. Upon his refusal, it is said, she jumped into the bathroom and drank the iodine. Edward carried her to a drug store, where she was taken to the hospital.

B. R. T. RAISES PAY OF 9,216 WORKERS \$650,000 A YEAR

President Williams Announces Increase as Reward for Loyalty in Strike Crisis.

ALL OPERATIVES SHARE. Union Leaders Claim Credit, and Accuse Company of Intimidation.

An increase in wages amounting to \$650,000 a year and affecting 9,216 employees, ranging from car cleaners to superintendents, was announced to-day by President Williams of the Brooklyn Rapid Transit Company. The new scale, which applies only to the transportation department, will become effective on Sept. 1.

In his statement to the employees President Williams explained that the increase was made as a reward for the loyalty of the men during the recent activities of labor leaders which might have resulted in a strike.

In addition to the increase, the statement set forth the details of a plan whereby departmental trustees are to be elected by the men to discuss with departmental heads whatever grievances may arise in the future, the president of the corporation to be the final court of appeal.

MOTORMEN TO GET 26 TO 42 1/2 CENTS AN HOUR.

The new rate of pay for motormen ranges from 26 to 42 1/2 cents per hour, the first for beginners on the surface lines, the last for elevated and subway motormen who have been more than ten years in service. The elevated and subway motormen will continue to be chosen from the list of surface motormen with good records.

Present time allowances are continued, whereby surface conductors and motormen working more than eight, but less than ten hours per day are paid for ten hours' work, and elevated and subway motormen, conductors and guards working more than seven but less than ten hours receive pay for ten hours.

The old rate of 25 cents per hour paid the first year to surface motormen and conductors is increased to 26 cents. For the fifth year service the new rate is 30 cents an hour as against the present rate of 27 cents. In the tenth year the pay will be 32 cents instead of 28 cents, and after 15 years the wage will be 34 cents, whereas it is now 29 cents.

For elevated and subway motormen the first year pay is increased from 30 to 34 cents; the five-year pay from 32 1/2 to 39, and the pay for the eighth, ninth and tenth years is increased from 37 1/2 to 42. After ten years the wage is raised from 40 to 42 1/2 cents.

Conductors on elevated and subway lines now receive from 25 to 25 cents per hour. The new rate is from 26 to 28 cents, depending on the length of service. Guards are raised from the old scale of 20 to 22 cents to a new rate at 22 to 25 cents per hour.

MEN TO ELECT ACTING TRUSTEES TO-MORROW.

The proposed amendment to the Employees' Benefit Association, creating the departmental trustees, will be ratified by the men on Sept. 28, and to-morrow the association will elect acting trustees to serve until that date.

"The wage increase is only be considered as a union victory," Chief Organizer Fitzgerald of the Carmen's Union said when he learned of the announcement. "The men have no sense enough to know that this is for the purpose of keeping out unionism. They know that unionism has brought them

TRUCK KILLS BABY, CRUSHES MOTHER IN RIVERSIDE DRIVE

Runaway Motor, Left Unattended, Crashes Into Infant's Carriage at Corner.

MOTHER IS NEAR DEATH. Driver, Away at Time of the Accident, Placed Under Arrest.

A baby was killed in its carriage and its mother probably fatally injured in Riverside Drive to-day, when a motor truck, left unattended at the curb in One Hundred and Fifty-eighth street, raced down the street's steep incline and swung into the drive. Two policemen pursued the truck in the hope of boarding and stopping it, but its speed made this impossible.

The driver of the truck, who was arrested, said he had blocked his brakes and set the wheels against the curb when he left it to deliver merchandise. He said he had no idea how the truck started.

The baby killed was Edith Herman, the five and one-half months old daughter of Mrs. George Herman of No. 13 Port Washington Avenue, who is the Shanley Dress Company, of No. 31 East Thirty-first Street. The mother is twenty-five years old.

Mrs. Herman, wheeling her baby in its carriage, was on the west walk of the Drive when the one-ton truck, owned by the United Electric Light and Power Company, came speeding down One Hundred and Fifty-eighth Street.

Where the Drive turns east into One Hundred and Fifty-eighth Street there was a temporary railing of iron pipes set on wooden horses, and through this the truck crashed at a terrific rate. Then it ran at an angle against the Drive wall, was deflected along the sidewalk, down which it ran for about twenty-five feet, and finally was hurled directly upon Mrs. Herman and her baby.

The baby carriage was crushed flat beneath the wheels and Mrs. Herman was crumpled up in the wreckage. The truck ran for a few feet and stopped, the demolished carriage, the baby and the woman still beneath it.

By this time Policemen Walter and Ackerman, who had raced after the truck from One Hundred and Fifty-eighth Street, came up. They crawled under the truck and got Mrs. Herman and the baby out of the wreckage. Walter, not waiting for an ambulance, commanded the passing motor car of Saverio Peloso of No. 796 East One Hundred and Seventy-fifth Street, and hurried Mrs. Herman and the baby, which was already dead, to the Washington Heights Hospital.

The driver of the truck was Edward Houghton, of No. 4327 Martha Avenue, Woodlawn. He was arrested and arraigned later in the Washington Heights Court.

NO BITTERNESS IN GERMANY.

Miss Kaiser Found Little Friends on Trip to United States, However.

A passenger on the Frederik VIII, which arrived to-day from Scandinavia, was Alice Kaiser, the play broker, representative in this country of many European authors. She spent ten weeks in Germany, Austria and Hungary. Miss Kaiser declares that she saw and heard of very little resentment against the United States in Austria. In Germany sentiment is not friendly toward this country, she said, but there is an absence of bitterness. Miss Kaiser, who is married, according to Miss Kaiser, but quite popular in Austria.

Life Saved Twice in Trip.

Benjamin Martin, fifty-seven, nearly a life save of five pounds, was nearly drowned while on a party in the Marine Hospital at Seaside, in which he was in the afternoon and standing on a pier.

WIFE OF AMBASSADOR FROM GERMANY HERE AFTER LONG ABSENCE



BERNSTORFF'S WIFE HERE; GIVES INTERVIEW--ALMOST

Ambassador Meets Countess in U. S. for First Time Since War Began and "Helps" Reporters.

The Countess von Bernstorff, wife of the German Ambassador to the United States, was a passenger on the Scandinavian-American liner Frederik VIII, which arrived to-day from Scandinavia ports via Kirkwall, England. Before her marriage the Countess was Miss Luckemeyer of New York. She was in Germany at the outbreak of the war and this is her first visit to the United States since the beginning of hostilities in Europe.

Count von Bernstorff went down the bay in the revenue cutter to meet his wife. When asked if the Countess would say anything for publication about conditions in Germany or anything else, he volunteered to act as intermediary between the reporters and his wife.

"My dear," he said, "those gentlemen would like to know that you have nothing to say."

Naturally, after that, the Countess had nothing to say. All who participated in the incident admitted that the Count is a diplomat.

AND THE BIRD DID SINK THE DEEP SEA WHALE

Avast With Your Tales of Aeros Fighting U-Boats—Here's a Real Old Salty Yarn.

BOSTON, Aug. 28.—"Aero-plane on the port bow destroying a submarine!" was the cry from the lookout on the Wilson liner Colorado a few days ago during the voyage from Hull, England, which gave officers and men an opportunity to witness what they described here to-day as a striking battle in mid-ocean.

Some of those aboard said they saw first what appeared to be sails or wings flapping up and down, as if a great bird were swooping to attack an object below. Rising from the water during the brief lulls in the attack, a long, black, rounded body appeared.

For a time the spectators believed the lookout's statement was correct, but close approach, they said, showed that the figures were those of a great albatross with large fins and a white tail. The whale, they declared, was killed.

Found Shot Dead in Bronx River.

The body of an unidentified man, who was about sixty years old, with gray hair, blue eyes and smooth shaven face, was found in Bronx River to-day by an employee of the Zoological gardens. A wallet containing the dead man's keys and the finding of a revolver in shallow water close by indicated he had shot himself before jumping into the water. Coroner Kline said it was a case of suicide.

WANTS TO RUN RAILROADS BY DRAFT IF ARMY NEEDS, PRESIDENT SAYS IN SPEECH

Urges Legislation as Permanent and Necessary Additions to Law to Prevent in the Future Disputes That Imperil Commerce of Nation.

CAN'T ARBITRATE 8-HOUR DAY, HE TELLS CONGRESS

WASHINGTON, Aug. 29.—Declaring arbitration of the eight-hour day as applied to railroads impossible, President Wilson to-day, before a joint session of Congress, made a plea for laws to prevent the nationwide railroad strike now threatened and to settle all strike disputes of the future.

When the President appeared there was applause unanimous on the Democratic side and scattering among the Republicans. It continued about half a minute, when the Democrats began cheering louder and louder for a full minute until the Speaker's gavel stopped them.

There was moderate applause when the President deprecated the spirit in which both sides entered the controversy, increasing notably when he declared his faith in the justice of the eight hour day.

The enumerated recommendations as to legislation were received as follows: First, silence; second, applause; third, silence; fourth, silence; fifth, slight applause; sixth, great applause.

The necessity of making arbitration the verdict of a court of law was met with scattering hand clapping. At the end of the speech the House rose and cheered about as at first until the President was out.

He said he urged legislation, "not in haste or merely as a means of meeting a present emergency, but as permanent and necessary additions to the law, suggested, indeed, by circumstances we had hoped never to see, but imperative as well as just if such emergencies are to be prevented in the future."

He recommended:

1. Immediate provision for the enlargement and administrative reorganization of the Interstate Commerce Commission, enabling the Commission to deal with the duties now devolving upon it "with a promptness and thoroughness which are with its present constitution and means of action practically impossible."

2. Establishment of an eight-hour day as the legal basis alike of work and of wages in the employment of all railroad employees engaged in operating trains in interstate transportation. The time for the institution of this law is to be determined by Congress. The President suggested no date.

3. Authorization of the appointment by the President of a commission to study results in the application of the eight-hour day to railroad operation, alike for the men and for the roads; the investigators to report to Congress at the earliest possible date, but without recommendation as to legislative action.

4. Approval by Congress of consideration by the Interstate Commerce Commission of freight rate increases to meet such additional expenditures by the roads as are rendered necessary by adoption of the eight-hour day.

5. Amendment of the Federal law which provides for the mediation, conciliation and arbitration of such controversies as the present by adding a provision that in case methods of accommodation now provided should fail a full public investigation shall be instituted and completed before a strike or lockout may lawfully be attempted.

6. Empowering the President, in case of military necessity, to take control of such portions and rolling stock of the railways as may be required for military use and to operate them for military purposes with authority to draft into the military service of the country such train crews and administrative officials as circumstances require.

TEXT OF PRESIDENT'S SPEECH

The President said:

"I have come to you to seek your assistance in dealing with a very grave situation which has arisen out of the demand of the employees of the railroads engaged in freight train service that they be granted an eight-hour working day, safeguarded by payment for an hour and a half of service for every hour of work beyond the eight.

"The matter has been agitated for more than a year. The public has been made familiar with the demands of the men and the arguments urged in favor of them, and even more familiar with the objections of the rail-

GREECE TO ENTER THE WAR SOON, IS BERLIN OUTLOOK

Germany Believes Continuity Inevitable and Prepares for It.

LONDON, Aug. 29.—Germany is preparing for Greece's entry into the war, said a Copenhagen despatch to the Exchange Telegraph to-day. A number of Greeks already have left Germany, the despatch said, and diplomats at Berlin believe war inevitable.

Chancellor von Bethmann-Hollweg will receive the Greek Minister to-morrow, the report said.

ATHENS, Aug. 27 (via London, Aug. 29).—Commenting on the Bulgarian occupation of Kavala, former Premier Venizelos said to the Associated Press correspondent:

"I predicted that the Bulgarians' assurances that they would not occupy Kavala would not hold good five days. They lasted just four days.

"Can you conceive anything more criminal in a military sense than the action of the Greek General Staff in demobilizing three army corps and leaving the entire artillery and other supplies behind to fall into the hands of the Bulgarians?"

The French official announcement of Saturday, Aug. 26, stated that the Bulgarians had occupied all the forts at Kavala except one.

CASES OF FOUR CARMEN TO GO TO ARBITRATION

Hedley Will Reinstated Four Others Dismissed After Strike, He Tells Union Committee.

General Manager Hedley of the New York Railways Company and a committee from the Street Carriers' Union headed by General Organizer Fitzgerald this afternoon continued their conferences relative to the men discharged by the company since the strike was settled three weeks ago.

The cases of eight men were considered at the last meeting. Mr. Hedley said to-day he had decided to reinstate four of these men and let the cases of the others go to arbitration.

The conference's hope to dispose of the cases of all the discharged men in a day or two so that they can take up consideration of the twenty-six demands presented to the company by the union.

FOR RACING SEE PAGES 2 AND 6.

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