

R. R. STRIKE TO TAKE EFFECT AS ORDERED, SAY LEADERS

ROUMANIANS FAR IN HUNGARY; CAPTURE MOUNTAIN PASSES; BOMBARD BULGARIAN CITY

War With Bulgars Opened by Shelling of Rustchuk on the Danube.

RUSSIANS SWEEP ON. Aid in Taking Carpathian Passes—Sending Troops Across Roumania.

BUCHAREST, Aug. 29.—Roumanian troops have marched without interruption for twelve hours in enemy territory encountering only weak resistance, said the first official statement from the Roumanian War Office to-day on the invasion of Transylvania.

HOME, Aug. 30.—Roumanian and Russian troops have captured the principal Carpathian passes, according to reports received here from Bucharest.

PETROGRAD (Via London), Aug. 30.—The Russians have captured Panker Mountain, in the Carpathians on the Roumanian border, the War Office announced to-day.

AMSTERDAM, Aug. 30.—Roumanian artillery is bombarding the Bulgarian city of Rustchuk and the Hungarian town of Orsovo, according to Vienna advices this afternoon.

[Rustchuk lies on the River Danube, opposite the Roumanian city of Giurgiu, and on railways affording an easy entrance into Bulgaria for Roumanian invading armies. If the Amsterdam report is true, the bombardment marks the beginning of hostilities against Bulgaria by Roumania.

[Orsovo lies near the junction of the Roumanian, Serbian and Hungarian frontiers.]

LONDON, Aug. 30.—Virtual admission that Russian troops are now crossing Roumania for the invasion of Hungary or Bulgaria was contained in a Reuter despatch from Petrograd, passed by the Russian censor, this afternoon.

The despatch stated that "it may be assumed that Russian troops are now crossing Roumania."

Roumanian cavalry detachments have crossed the Rothenthurm Pass (Red Tower Pass), three miles inside the Transylvanian border, and are but a few miles from the Transylvanian city of Hermannstadt, according to a Zurich despatch to the Central News to-day.

AUSTRIA READY TO LEAVE PART OF TRANSYLVANIA TO THE ROUMANIANS

BERLIN (Via London), Aug. 30.—The abandonment of part of Transylvania to the Roumanians is forecast in despatches from newspaper correspondents at the Austrian army headquarters.

Forecasting the strategy on the Roumanian frontier, the correspondents intimate that the Central Powers will not attempt to defend the entire border line, owing to its crookedness and to the large number of troops which would be required for the adequate protection of a front half as long as the Russian battle line.

On that account, and inasmuch as

AMERICAN SHIP SINKS IN STORM; 20 MEN PERISH

Only Six of Crew Saved From the Admiral Clark, Bound From Texas to Buenos Aires.

NEW ORLEANS, Aug. 30.—Twenty men of the crew of twenty-six of the American steamer Admiral Clark which sailed from Port Arthur, Tex., for Buenos Aires on Aug. 11, perished Aug. 15 when the steamer foundered at sea in a tropical hurricane.

JUDGE SEABURY'S FATHER DEAD, AGED 80 YEARS

Was Many Years Rector of Episcopal Church of the Annunciation and Later Seminary Professor.

The Rev. William J. Seabury, father of Judge Samuel S. Seabury, Democratic candidate for Governor, died at noon to-day at his summer home, Easthampton, Long Island, aged eighty years. He was Professor of Ecclesiastical Polity and Law at General Theological Seminary and author of many religious works.

Dr. Seabury was first educated for the law, but later turned to the Church, following the footsteps of several of his ancestors. For many years he was rector of the Episcopal Church of the Annunciation in New York City.

BIG DAILIES TO SUSPEND IF STRIKE TAKES PLACE

Supply of News Print Paper Is, Even Now, in a Very Precarious Condition.

A very large number of the daily newspapers of the United States will be forced to suspend publication if a nation-wide railway strike continues for two weeks, Lincoln B. Palmer, manager of the American Newspaper Publishers' Association, declared this afternoon.

MAIL SERVICE WILL BE PARALYZED BY STRIKE

CLEVELAND, O., Aug. 30.—"Uncle Sam's railway mail service will be paralyzed the instant the country-wide railroad strike order goes into effect," said Edward Hooker, manager of the Publicity Bureau of the Four Brotherhoods, this afternoon.

"When the strike becomes effective all mail trains will be halted at the first station where engines are usually exchanged, and those waiting in railroad terminals will be held up," he said.

THE WORLD TRAVEL BUREAU. Arcade, Fourth World Building, 350 5th Ave., N. Y. City. Tickets, excursions, sailings, etc. We all handle. Central and South American steamship lines. Baggage and parcel check room open day and night. Travelers' checks and money orders for sale. Telephone Beckman 4000.—2424.

THREE MORE DEAD ON MEMPHIS BRING CASUALTIES TO 24

Several of the 77 Men Listed as Injured Are Badly Hurt.

OTHERS MAY BE LOST.

Gunboat Escapes From Harbor and Is Reported Safe at Sea.

SANTO DOMINGO, Aug. 30.—One man was killed and seventy-nine others hurt in an explosion aboard the United States armored cruiser Memphis when the warship went on the rocks of the outer harbor yesterday in a violent storm that came up before the vessel could put to sea. Twenty others were drowned while returning from a trip ashore. The cruiser was still on the rocks to-day and is likely to be a total loss. An explosion in the boiler room caused the casualties, and it is feared that the loss of life may be larger than now reported. It is believed that a slight earthquake preceded the ground swell which tore the Memphis from her anchorage.

Rear Admiral Charles F. Pond was ashore at the time of the explosion. The weather continues very bad. A despatch was received by wireless to-day from the United States gunboat Castine, which put to sea when the storm broke, saying that the vessel was cruising in front of the harbor. Later in the day the sea became smoother and the landing of the sailors, with their belongings, from the Memphis was effected.

Three of the wounded of the Memphis' engineer force died to-day in the hospital. The bodies will be embalmed and taken home.

WASHINGTON, Aug. 30.—Incomplete advices to the Navy Department early to-day indicated that between twenty and thirty American sailors lost their lives yesterday when the armored cruiser Memphis was driven ashore in a sudden tropical storm at Santo Domingo City. The full report from Rear Admiral Pond on casualties was expected hourly.

Messages received to-day showed the following dead and injured in the explosion:

DEAD. George W. Rudd, chief machinist's mate, No. 3110 Morgan Avenue, North Minneapolis.

VERY SERIOUSLY INJURED. Alphonius J. Anderson, No. 112 Carpenter Street, Philadelphia; Arthur Porter, No. 121 Wagon Avenue, Cleveland; Jennings P. Blackwell, Parkville, S. C.; Elphard J. Quinn, No. 44 Bergen Street, Brooklyn, N. Y.; Lieut. Claude A. Jones, Charleston, S. Va.

SERIOUSLY INJURED. Martin J. McVeigh, No. 2244 North Hope Street, Philadelphia; Walter L. Flanck, No. 37 Wilkinson Place, Trenton, N. J.; Timothy J. Leary, No. 34 Seabury Street, Fall River, Mass.; Harris A. Bryan, No. 293 Chestnut Street, New Britain, Conn.; James H. Keegan, No. 1690 Eighty-fourth Street, Brooklyn, N. Y.

Admiral Pond reported that several men were drowned.

"All hands off the Memphis," his message read. "Capt. Beach was the last to leave the ship. When the storm struck steam was up and main engines working, but main steam line burst. Cause unknown. Those near too seriously injured to be questioned. Two officers injured but will recover. One enlisted man dead, five very seriously injured, five seriously injured and sixty-seven slightly injured, mostly in engineer's force. Several men missing, probably drowned."

STATE READY TO MARKET FOOD IN CITY AT LOW COST IN EVENT OF BIG STRIKE

Would Inaugurate Distributing System, Says Commissioner Dillon.

"DON'T WORRY," HESAYS. Could Bring in Supplies From Nearby Zone by Plan Already Devised.

The inauguration of a great railroad strike, which would bring a marked shortage in certain food products and a delay in delivery of others, would not, according to Commissioner Dillon of the State Foods and Markets Department, cause anything approaching famine in the city.

"The situation would be serious, without question," Mr. Dillon said to-day, "but New York need not be worried about it. The state of affairs is not so serious as offhand figures might seem to indicate. Primarily, hunger knows no law, and we'd get food here, you may rest assured of that."

"I have a plan practically worked out—I'd only need an hour to get it in motion—whereby I am sure the people of this city could get food at prices lower than they've ever bought it in all their lives. And this, too, while a great railroad strike is on. There would be a shortage in many of the perishable articles of food—milk, for example—within two days after the railroads shut down. We would feel this as long as the strike lasted, and it would be necessary for consumers to do with less.

"But, to encourage the people of the city, let me say that in the matter of keeping up the supply of food, New York has all Long Island, a large part of New Jersey, and a tract of fifty miles wide on each side of the Hudson River from which to draw. Steamboat service and motor truck service would bring foods to the city by the ton and at only a slight advance above present prices.

"Then, too, we have fresh fish at our very door. We're prodigal, even contemptuous, of our fish supply. We pay about 20 cents a pound for fish which costs the dealer who stores it about 4 cents a pound, and when we get it it isn't absolutely fresh. If we took to our fish supply we'd be able to cut down one-tenth of the meat we consume.

TO BRING IN MEAT BY PARCEL POST, HIS PLAN.

"It would be difficult to get meat here in case of a strike, although the parcel post could bring in meats in comparatively small packages, as I understand there would be no attempt to interfere with the operation of mail trains.

Dressed chickens, fruits and such green vegetables as spinach, lettuce and the like could be transported by parcel post, as could apples, pears, peaches and other perishable fruits.

"Now, if the city or the city and State together would utilize this department I know that I could bring food into this community at prices lower than the people have ever known. Of course, there would not be the service there is now, but there would be no starvation, nor anything approaching a famine.

NEW YORK PHYSICIAN WHO VANISHED AFTER FATAL AUTO CRASH.

DR. H. S. BARTHOLOMEW LEAVES HOSPITAL ON PRETEXT OF SEEING BODY OF DENTIST REVINIUS.



DOCTOR VANISHES AFTER AUTO CRASH; FRIEND IS KILLED

Dr. H. S. Bartholomew Leaves Hospital on Pretext of Seeing Body of Dentist Revinus.

BEACON, N. Y., Aug. 30.—While Coroner Howell S. White of Dutchess County was making an investigation to-day of the motor accident which resulted in the death of Dr. Julius W. Revinus, a dentist, of No. 173 West Seventy-third Street, New York City, and the injury of Dr. Henry S. Bartholomew of No. 267 West Fifty-sixth Street at "Death Turn" on the Poughkeepsie Road, five miles north of here, Dr. Bartholomew left Highlands Hospital and failed to return.

He called a taxicab early this morning, saying that he wanted to see the body of his friend and hurried off in spite of his injuries—a broken collarbone, severe bruises and possible internal wounds.

When he learned this, Coroner White said he would seek a warrant for Dr. Bartholomew's arrest, charging him with reckless driving, as it was he who was at the wheel of the car when it plunged over an embankment.

Edward Bedell, a taxi driver, testified that he had passed the doctor's car on the road and that it was swinging from side to side at a speed of from forty to forty-five miles an hour. Its swerving course made him turn into a ditch to avoid being struck, he said.

Other testimony showed that the two had stopped at the music store of Daniel R. Weeks, in Bank Square, Beacon, and had sang and danced and refused to leave the place when requested.

FREIGHT EMBARGO PUT INTO EFFECT BY ALL RAILWAYS

Strike of 6,000 Handlers in Chicago Complicates the Situation.

TRAVELLERS WARNED.

Munitions Makers Arrange to Ship by Boat to Canada and Thence to Europe.

Practically every railroad in the country issued notices to-day either putting an embargo on shipments of live stock and perishable freight which cannot be delivered before Sunday or announcing that such an embargo will be put into effect within twenty-four hours.

L. D. Smith, Vice President of the Lehigh Valley Railroad, issued a statement this afternoon that his line had not as yet issued an embargo on any class of freight because the company hopes to be able to operate its trains in the event of a strike.

Should there be, however, any considerable interruption to train service the Lehigh Valley will devote its energies first to giving New York the normal milk supply handled by the road, second to delivering food and third to delivering coal. Passenger service will be subordinated, if necessary, Mr. Smith said, to the delivery of these products.

The Pennsylvania Railroad issued orders this afternoon prohibiting the receipt for shipment at freight houses, wharves or connecting points of the following classes of merchandise:

All explosives and inflammables, after the close of business Thursday, Aug. 31.

Perishable freight, including live stock, dressed beef and poultry and vegetables, after the close of business Friday, Sept. 1.

All freight of all kinds to all points and destinations after the close of business Saturday, Sept. 2.

OBJECT OF EMBARGO IS TO CLEAR LINES. If the strike is called off before Monday the embargo will be cancelled by wire. The object of the embargo is to clear the lines, freight houses and terminals now congested with freight, in order to allow a readjustment of service as soon as possible after Sept. 4, when the strike, it is anticipated, will be called.

The Pennsylvania Railroad has also notified the Adams Express Company that it will not accept for shipment over the Pennsylvania lines express matter not stamped "subject to delay."

The New York Central Railroad issued an embargo order similar to that issued by the Pennsylvania.

In the West and Southwest some of the railroads have posted warnings that travellers may be subjected to delay and inconvenience after Sunday night. In New England all freight is being accepted "subject to delay," and the same rule was promulgated to-day by the Erie Railroad and other roads entering New York.

In the West the situation is complicated by a strike of freight handlers in Chicago. There are 6,000 members of the Freight Handlers' Union, and they have been ordered to walk out this afternoon. The strike will have a serious effect in impeding the movement of freight through and into Chicago.

Munitions manufacturers in the Pittsburgh district are arranging for shipments by motor truck to the

PUBLIC PLEA TO WORKERS MAY BE WILSON'S FINAL EFFORT TO AVERT TIE-UP

All Trains Will Stop at 7 o'Clock Monday Morning Unless Satisfactory Settlement Is Made—Congress Frames Anti-Strike Laws Demanded by President.

DRASTIC MEDIATION ACT IS PROPOSED

(Special From a Staff Correspondent of The Evening World.) WASHINGTON, Aug. 30.—Senator Simmons of North Carolina started the Senate late this afternoon by proposing a law to be passed before Saturday night giving the Federal Mediation Board power to investigate all strike questions at issue and imposing the most drastic penalties on any one who conspires to stop the mails or necessities of life.

WASHINGTON, Aug. 30.—Brotherhood heads insisted after a conference with Secretary of Labor Wilson to-day that they had not been requested by President Wilson or any other Administration official to postpone the strike and that nothing except a satisfactory settlement of their demands could prevent a walk-out.

Despite these assertions, it was evident that President Wilson had turned all the influence of his Administration toward persuading the brotherhood leaders to postpone or rescind their strike order until Congress has had opportunity to act.

There were intimations that should the labor leaders continue adamant, President Wilson even might make a public appeal to the railway workers themselves to direct their leaders to postpone it.

"No power on earth except a satisfactory settlement now can prevent the strike," said W. G. Lee, president of the trainmen.

"We four heads certainly could not obtain a postponement of the strike if we wanted to nor could we postpone it if we received messages requesting such action from everyone of the committee of 640, who were here last week. President Wilson has not asked us to postpone the strike and he understands, as we made it clear to him on Monday night, that we now are powerless to act unless a satisfactory settlement is made."

A. B. Garretson, head of the conductors and spokesman for the employees, made a similar statement. UNION HEADS TO CONFER WITH GOMPERS.

Besides conferring with Secretary Wilson to-day the brotherhood heads talked with several members of Congress at the Capitol. The brotherhood officials expected to confer with Samuel Gompers, President of the American Federation of Labor. It was said that Mr. Gompers had made no attempt to induce the brotherhoods to postpone the strike, and it was not thought that he would.

President Elliott of the New York, New Haven and Hartford Railroad, issued a statement to-day declaring that the country might misunderstand from President Wilson's address to Congress that only freight service on the country's railroads would be tied up by a strike.

"Those who have not followed the subject carefully and do not understand its complexity," said Mr. Elliott, "may assume from the President's language that a strike order will have no effect upon passenger train service. This is not the case and included in the order to strike are all men in passenger train service who are members of the various brotherhoods."

Mr. Elliott quoted part of the instructions issued to the men with the strike order and underlined this sentence in those instructions: "So far as your legal right to strike is concerned, there is no difference

between a mail train and a freight train." STRIKE ORDER AFFECTS ALL TRAINS. "The public, the press and the Congress should understand clearly that the strike order affects the men who man the passenger, mail, milk and express trains just as much as those on the freight trains, and that these classes of service also must stand still until their places are filled," Mr. Elliott's statement concluded.

Robert T. Frazier, representing unorganized railroad employees of the country, sent to President Wilson a letter to-day protesting against Mr. Wilson's recommendation to Congress that a law be passed for an eight-hour basic day for railroad employees actually engaged in the work of operating trains in interstate transportation.

Mr. Frazier pointed out that this legislation would not affect eighty per cent of railroad employees. "I must respectfully warn you of the events sure to follow," wrote Mr. Frazier, "which will place the industrial fabric of the nation in greater jeopardy than at present; the 80 per cent must of necessity organize and present their demands for recognition and protection."

Mr. Frazier had presented to Mr. Wilson petitions signed by 110,000 unorganized railroad employees protesting against a strike. Senator James Hamilton Lewis gave notice of his intention to introduce a bill which would cover most of the