

First to Last—the Truth: News—Editorials—Advertisements.

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Romania—the Policy of National Instinct.

The situation in the Balkans has now resolved itself into a very frank effort on the part of the Allies to persuade Rumania to enter the war; on the part of the Central Powers to persuade Rumania to remain neutral.

The case for Rumania has been well described in M. Take Jonescu's phrase, the "policy of national instinct." There is no concealment of the fact that if Rumania enters the war it will be on the Allied side.

A glance at the ethnographic map of Eastern Europe will explain this Rumanian national instinct. In two great Hungarian provinces, the Banat of Temesvar and Transylvania, the mass of the people are Rumanian by race and tongue.

Germany's Naval Losses. A statement has been given out by the German Admiralty comparing the losses of the German navy with those of the Allies.

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single-handed. Her decision was never doubtful. When the Russians reconquered Bukovina in June and July of this year, however, the situation again changed.

The thing that has been plain all along is that the interests of Rumania can be best served by Austro-Hungarian defeat.

The political even more than the military aspects of the Balkan situation, therefore, command interest and attention.

It is an odd circumstance that a small Balkan state should now be able to sit in judgment upon the greatest military nations of the world and choose her own partners with utter freedom.

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of the commission a record of the adoption on June 29, 1889, of a regulation requiring that eligible lists be made public.

That report was signed by Theodore Roosevelt and Governor Hugh S. Thompson of South Carolina, whose record as Civil Service Commissioners would compare favorably, to say the least, with that of any member of the present commission.

There is no doubt where Mr. Bacon stands or of the very real ability and experience which he would bring to the Senate. His words are a refreshing blast of frankness and courage in a campaign atmosphere as yet distinguished chiefly for humidity and limpness.

Learning Tennis from Japan. There is a fine fitness in the imperturbable, tireless game of Ichiya Kumagae, who may or may not be the next tennis champion of America.

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If Railroads and Employes Cannot Settle Wages Dispute Without a Strike.

To the Editor of The Tribune. Sir: I have only words of praise for the fair way The Tribune treats the strike question, asking that justice be done to the 400,000 trainmen, to the million and more owners of the railroads and to the still greater number, the whole American people.

Thirty-five thousand of these steady workers have already signed a petition to Congress protesting against a strike and asking for a law compelling arbitration.

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This was written fourteen years ago, but I have read nothing since that contradicts his conclusions.

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To the Editor of The Tribune. Sir: Referring to the controversy between the railroads and the trainmen, I wish to call your attention to an editorial which appeared in last week's issue of "Engineering News," and which I think cannot be given too much publicity.

"PUBLIC INTEREST PARAMOUNT IN RAILWAY STRIKES."

"A member of the engineering staff of a railway in the South (Robert T. Frazier, Nashville, Chattanooga & St. Louis Railway) is engaged in an unusual piece of work—for an engineer. He is giving publicity to the idea that the threatened railway strike is being agitated for the benefit of only 16 per cent of railway employes, and that the strike as it has been planned would injure the 84 per cent of measure.

"If the railway officials and their employes cannot agree on fair wages and working conditions without stopping or even seriously threatening to stop business and cause food shortages and other disaster everywhere, then the public must find a way by which adequate railway service will be put first and differences between employers and employes be settled afterward."

Too much emphasis can hardly be given to the point made in the last paragraph in the above editorial. I am not opposed to labor unions, as such, nor am I financially interested in railroads, but like a good many other men, with whom I have spoken, I would be willing to put up with the inconvenience of the railway strike rather than have the question settled in favor of the trainmen irrespective of the rights of the public.

But Now It's Different.

To the Editor of The Tribune. Sir: You can imagine the following: "The White House, August 15, 1916. Messrs Garretton, Lee and others: "The matters in dispute between the organizations represented by you and the railroads of the country must be settled by neutral arbitrators, after all the facts have been presented to them.

"The railroad managers claim that your requests are excessive and impractical, and that they will place their roads on the verge of insolvency. I cannot claim expert knowledge of these matters, and would ask that they be referred to the Interstate Commerce Commission, or some body competent to deal with them.

"Meanwhile no threat of a general strike or tying up of the transportation facilities of the country can be considered for one moment.

"Such a state of affairs, brought about by the simultaneous action of the men you represent, would seem to imply a conspiracy that would not only be illegal in itself, but would seem so regardless of the general welfare as to call forth all the powers of the Federal Government to suppress and punish it.

"It is effect would be to cause such widespread disaster, in a time of profound peace and general prosperity, that it cannot be thought of. There has been nothing shown in your demands that presses for immediate adjustment, and I cannot believe that any urgency calls for such a settlement without further and due consideration in view of the public interests involved, which to me must be paramount to the necessity of any hasty decision. Respectfully,

THE NEUTRAL.



BREAK WITH GERMANY!

Sinking of Merchant Vessels Without Warning Calls for Prompt Action.

To the Editor of The Tribune. Sir: On August 15 the Marquis of Crewe, speaking in the House of Lords for the government, stated that seven merchant vessels had been destroyed by German submarines without warning since the termination of the Sussex correspondence between the American and German governments.

It appears wellnigh certain that the condition, leaves no choice but to sever diplomatic relations has occurred. It does not appear that there is the shadow of an excuse for the eating of our words which the continuance of relations involves, or for maintaining longer our disgraceful official amity with the nation whose repeatedly demonstrated barbarism has shocked civilization.

It does not particularly matter—in both view of the language and spirit of our declaration quoted above and of the obvious dangers to our citizens involved in the use of submarines according to the methods prevailing for months prior to May 6, 1915—whether any citizens of the United States happened to be upon any of the vessels mentioned by the Marquis of Crewe, though inconspicuous paragraphs in the papers intimate that there were. To sit timidly watching the commission of illegal acts which are sure to result, if continued, in the loss of American lives is for our government to neglect the first duty of a sovereign.

The fact I wish to bring to your attention is that against this argument there is no answer. You may answer high-flown evasions, but the brutal frankness of the man who would rather be a live coward than a dead hero confounds one.

You may tell him, to descend to his level of argument, that if he and his fellow citizens do not help in strengthening the nation against the possible attack of an invader he may find death within the walls of a besieged city, not as an heroic soldier, but a cowardly civilian. You may then ask him whether he would prefer to be a dead coward or a dead hero. But if I know my friend well, he will answer that the possibility of invasion is remote, and that even if he is shot down it will matter little to his dead body whether it fell as a hero or a coward.

HARRY P. SALPETER. New York, Aug. 21, 1916.

John Serpos's Nephew Seeks Him.

To the Editor of The Tribune. Sir: Excuse me writing to you, but I am a Serbian boy refugee, and through the Serbian Relief Fund I am studying at the Grammar School, Litchfield, England. I left my whole family behind me in Serbia, and up to now I don't know what happened to them.

I have an uncle in America, whose name is John Serpos, of Greek nationality. He went there sixteen years ago. I am sure that he would do a great deal for me, but unfortunately, I don't know his address. I wrote him several letters, but all came back. Now, there is only one way to find him, and that is through your honorable newspaper, but I have no money to pay for it. I write this letter in order to beg you to help me. ALEXANDER PANTITCH, Student, 24 Coram Street, London, England, W. C., Aug. 8, 1916.

AIR DEFENSE PROGRESS

What Has Been Accomplished by the Aero Club of America.

To the Editor of The Tribune. Sir: You will be glad to know of the success of the campaign to build our aerial defenses, and interested in the following brief summary of the latest developments resulting directly from the movement started by the Aero Club of America and so substantially supported by the press—especially The Tribune—and by thousands of individuals and many organizations.

(1) Both Houses of Congress have passed the appropriation of \$18,281,668 for aeronautics for the Army, National Guard and Aerial Reserve Corps recommended by the Aero Club of America, which represents an increase of over \$12,000,000 over what the Secretary of War had asked for and the House Committee on Military Affairs had allowed.

(2) The efforts of the Aero Club of America also brought an increase of \$1,500,000 in the naval appropriation for aeronautics, making the total allowed \$3,500,000, and may bring \$1,500,000 more for the Aerial Coast Patrol.

(3) The authorization by President Wilson of the organization of the Aerial Reserve Corps under the army was done upon our recommendation to utilize some of the 3,000 volunteers for the air service whose names we transmitted to the War Department in the past month. The Aerial Reserve Corps provides for training 298 officers and 2,000 men.

(4) The First Aero Company of the New York National Guard, which was organized with funds raised through our national aeroplane fund, has been mustered into Federal service with 45 officers and men and four aeroplanes. The Second Aero Company, New York National Guard, is formed and waiting to be mustered in.

(5) The aviation sections of the First and Second Battalions, New York Naval Militia, are encamped at Bay Shore, Long Island, flying daily the aeroplanes presented as a result of our efforts.

(6) The Rhode Island Naval Militia has received delivery of its first seaplane, presented through the national aeroplane fund, and the aviation detachment is being organized. A training aeroplane has also been purchased for the land militia of this state.

(7) Aviation sections and aero companies have been and are being organized under the auspices of the militia and aero clubs in a dozen states.

(8) Thirty officers of the National Guard of many states, whose expenses while training in aviation were paid by the national aeroplane fund, have been mustered into Federal service. As it required eight years for the army to get thirty aviators, this is a valuable contribution.

(9) F. T. Davison, Robert Lovett, and an other young men of representative families are training in aviation to form a unit of the Aerial Coast Patrol on Long Island; twenty Harvard men are learning to fly at the Buffalo and Ithaca aviation schools.

(10) To supply trained aviators, a patriotic that is through your honorable newspaper, the training of a selected group of men at Governor's Island. This training school has already four aeroplanes.

(11) The Senate has approved the plan to use aeroplanes in the coast guard—for the lifesaving service and revenue cutter service—which has been recommended by the club since 1911. It will give to the navy a valuable reserve of trained aviators who will be employed daily for peaceful purposes.

These are only some of the recent developments, but they give a good idea of the work which was made possible by general cooperation. There still remains a lot of important work to be done, but substantial strides forward have been made.

We want to express our appreciation of the very substantial aid rendered to this movement by your staff, whose able and courteous articles did much to arouse public interest and to convince Congress of the necessity of taking steps to improve our aerial defenses. HENRY WOODHOUSE, Member Board of Governors, Aero Club of America. New York, Aug. 18, 1916.

A Stronger Weapon Needed.

To the Editor of The Tribune. Sir: If President Wilson's fears as told by your headings in to-day's Tribune are true and the President of the United States is made to confess that our government would allow the railroad unions to "imperial 100,000,000 people and endanger defence, and he goes "peril to the lives of our nation's children." It is then time for us to crush these unpatriotic, dangerous and truly criminal labor unions or provide ourselves with a weapon stronger than theirs and a President who is man enough to handle it.

There may be some of your readers who would be willing to discuss the question. If so, I should be glad to meet them. GEORGE P. KENNEDY. Brooklyn, Aug. 23, 1916.

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