

Probably showers and thunderstorms Friday. Saturday fair in west, showers in east portion.

ANGLO-FRENCH GAIN ON 20-MILE FRONT

HISTORIC AMIENS-MONTDIDIER BATTLE GROUND IS AGAIN THE SCENE OF A MIGHTY STRUGGLE

British and French Surprise the Germans and Advance Along a Broad Front.

HUNS FLEE DISORDERLY

Thousands of Prisoners, Many Guns and Much War Material Captured.

OVER 20 VILLAGES TAKEN

Farthest Advance is Seven and a Half Miles.

(By the Associated Press.)

The historic battle ground between Amiens and Montdidier again is the scene of a mighty contest. This time the British and French are the aggressors and under their fierce onslaughts in the first day's battle they have penetrated deeply into the German positions over a front of more than 20 miles, reaching from the region of Braches to the neighborhood of Morlancourt.

Following short but intensive artillery preparation and aided by misty weather the allied attack took the Germans completely by surprise, and they fled almost everywhere pell-mell before the tanks, motor machine gun batteries, cavalry and infantry sent against them. All the objectives set for the Australians, Canadians, Englishmen and Frenchmen were attained in remarkably quick time and at last accounts Thursday night the allied forces were still making progress. Wherever the enemy turned to give battle he was decisively defeated.

Thousands of Germans were made prisoner. Large numbers of guns were captured, great quantities of war material were captured and a score or more villages and hamlets were re-occupied. In addition, heavy casualties were inflicted on the enemy.

At its deepest point the penetration of the German line was about seven and a half miles eastward from Villers Bretonneux to Framerville, while from two to five miles were gained along the front from northwest of Montdidier to the region around the town of Hamel, extending north of Morlancourt to the Albert sector, but no official details concerning it have been received.

The advance of the allies in the center phase of the battle was rapid, the road leading from Villers Bretonneux to the important junction at Chaules, where lines radiate northeastward toward Peronne and southward through Reves to Compiègne.

The railway running northward to Bray was crossed when the allies took Framerville.

Well out on the plains and pressing forward, seemingly with great rapidity, the present offensive of the British and French is a promise of seriously menacing the entire German front from near the sea to Rheims. If the drive should proceed eastward to any great depth it cannot but affect the armies of the German crown prince now fighting between the Aisne and the Vesle and possibly make impracticable a stand by them even north of the Aisne along the Chemin des Dames.

Under the pressure of the offensive the menace to the channel ports also seems, for the moment at least, to vanish. Already there have been signs to the northward from the positions where Crown Prince Rupprecht had formed his men for a drive toward the channel that a retrograde movement by the Germans was not improbable.

With the armistice of his imperial cousin the crown prince Rupprecht will have to defer his campaign to cut off the cross-channel service.

On the Vesle front little fighting occurred Thursday except in the process of the straightening operations on the north bank, where, under an almost incessant rain of enemy shells, both the American and French troops improved their stands. The German guns not alone are playing upon the allied forces, but also are hammering at the stream over which they are constantly making their way to the northern bank of the stream to reinforce their comrades already there.

What affect the present battle south of Amiens is to have on the Vesle-Aisne front remains to be seen.

British Tonnage Now 15,000,000. London, Aug. 8.—The British merchant tonnage at the outbreak of the war amounted to 15,500,000 tons gross and the figure at the present time is 15,000,000 tons gross, Sir Leo C. Chiozza, British parliamentary secretary to the house of shipping announced in the house of commons today.

\$5,000,000 Government Plant. Knoxville, Tenn., Aug. 8.—A \$5,000,000 government plant, the nature of which has not been divulged, is to be erected at Clinchfield, Va., on the Clinchfield and Ohio railroad. Shipments of materials from Knoxville needed in construction of the plant will be given priority on the railroads.

German Line at One Point Driven In 7 Miles and Half

Seven Thousand Germans and 100 Guns Captured; All Objectives Reached

London, Aug. 8.—Seven thousand prisoners and 100 guns have been captured in the Franco-British offensive, Andrew Bonar Law, chancellor said, "we had reached all our objectives and captured 100 guns and 7,000 prisoners."

He was addressing the house of commons. "Up to 3 o'clock this afternoon on a 20-kilometre front, between Morlancourt and Montdidier," the chancellor said, "we had reached all our objectives and captured 100 guns and 7,000 prisoners."

The advance was between four and five miles and at one point seven miles.

GERMANS FLEE AS ALLIES ADVANCE

British and French Troops Press Forward in Speedy Fashion.

ENEMY LOSSES ARE HEAVY

On the Other Hand, the Allies Suffer Only Small Casualties—Artillery Hurling Shells Among Fleeing Huns.

With the British Army in France, August 8.—(By the Associated Press.)—Fighting their way through the Germans at dawn on a front of over fifteen miles astride the river Somme, British and French troops this evening had reached points from five to six miles inside lines which this morning belonged to the enemy.

The Prussians and Bavarians fled before the advancing infantry and tanks, leaving many of their guns behind them.

Large numbers of prisoners have been taken both by the French and British, and heavy casualties undoubtedly have been inflicted on the enemy.

Thus far everything has been accomplished with exceedingly small losses to the allies.

Of one entire British corps, for instance, two hours after the attack began, only two officers and fifteen men of the ranks were reported as casualties.

The artillery has followed up the storm troops closely and now is hurling shells down upon the enemy forces, which, taken by surprise and fiercely attacked, must be in a more or less crippled condition. It is believed reinforcements are on the way to help them.

What tomorrow holds for the enemy cannot be forecast, but the outlook is not a promising one under present conditions.

Moreuil and the country front adjoining Villers-Aux-Erables have been taken by the French, while the British have captured the Dono and Hamel woods and Marcelaive after hard fighting and pushed a considerable distance beyond.

Especially hard fighting was experienced and still in progress the last night of the fighting front in the neighborhood of Morlancourt.

The weather helped in the advance. North of the attacked zone the barrage began at 4 o'clock this morning and lasted four minutes. Tanks then rolled forward and with them the infantry swarming toward the enemy lines. These lines were reached and passed as a mist started to roll in.

All along the line except possibly northward on the left flank, very little enemy shelling was experienced after the attack got well under way.

Nearly all the country already fought over and that now in front of the allied forces is a low and rolling and especially adapted to open warfare.

One new German division which had just arrived in the area before the attack was launched, was told to expect local attacks. Prisoners taken from this division said they had heard nothing of a general attack being contemplated.

Where the tanks and armored car batteries pressed far forward in the rolling country there was much agitation among the enemy. A report came from the front that the British had been chasing a frightened German general up the road. But the enemy general was not alone in the direction in which he was going. Observers reported considerable columns of enemy transport going eastward in a hurry during the middle of the day.

Haig in His Statement Gives No Estimate of Number of Prisoners.

GERMAN LINES STORMED

Allied Troops Assemble Under Cover of Night Unnoticed. By the Enemy.

THE DRIVE CONTINUES

Large Number of British Tanks Participate.

London, Aug. 8.—Field Marshal Haig's statement concerning the new offensive by the British and French troops shows that the enemy line has been driven in about seven miles and a half in the center at Plessier which lies southeast of Moreuil. It shows that goodly gains also have been made eastward over the front of fifteen miles lying between Plessier and Morlancourt.

The statement says that no estimate can be made concerning the prisoners, guns and material captured, but that several thousand prisoners and many guns have been taken.

The text of the statement follows: "The operations commenced this morning on the Amiens front by the French first army under command of Gen. DeBentry and the British fourth army under Sir Henry Rawlinson, are proceeding successfully. The assembly of allied troops was completed under cover of night, unnoticed by the enemy."

"At the hour of assault, French, Canadian, Australian and English divisions, assisted by a large number of British tanks, stormed the Germans on a front of over 20 miles from the Avre river at Braches to the neighborhood of Morlancourt. The enemy was taken by surprise and at all points the allied troops have made rapid progress."

"At an early hour our first objectives were reached on the whole front of the attack had gained the morning the advance of the allied infantry continued, actively assisted by British cavalry, light tanks and motor machine gun batteries."

"The French troops, attacking with great gallantry crossed the Avre river and despite the enemy's opposition carried hostile defenses."

"North of the Somme the greater part of our final objectives were gained before noon, but in the neighborhood of Chipilly and south of Lancelot (Morlancourt?) parties of the enemy observed prolonged resistance."

"In both localities the fighting was heavy, but ultimately the allied forces down the opposition of the German infantry and gained their objectives."

"South of the Somme the gallantry of the allied infantry and the dash and vigor of their attack had gained during the afternoon the final objectives for the day on practically the whole of the battle front."

"Assisted by our light tanks and armored cars, cavalry passed through the infantry and beyond our objectives, riding down the German transport and limbers in their retreat and capturing villages and taking many prisoners."

"The general line reached by our troops runs from Plessier-Rosainville to Beaucourt, to Caix to Framerville, to Chipilly and to the west of Morlancourt."

"No accurate estimate can be given concerning the number of prisoners or guns or the amount of material captured, but it is known that several thousand prisoners and many guns have fallen into our hands."

HARBONNIERES IS REACHED BY THE BRITISH FORCES

London, Aug. 8.—Harbonnières, six miles east of Villers-Bretonneux, has been reached by the British, according to the Evening News.

ADVANCE OF THE DRIVE IS PROGRESSING FAVORABLY

Paris, Aug. 8.—(7 p. m.)—The progress of the Franco-British offensive continues favorably. In some instances the advance has reached to a depth of more than six miles.

SLOPES OF THE VALLEY OF THE AVE TAKEN BY ALLIES

London, Aug. 8.—(By the Associated Press.)—The slopes of the valley of the Aisne have been carried and the allies have reached the plateau beyond. They are making further progress and overcoming every obstacle along the line everywhere.

An idea of the ground over which the drive is being made is given in the following description.

Washington, Aug. 8.—The cost of doing business and general conditions in industry were discussed today by the American Steamship Bureau. Since that time she has been plying between British and French ports. The vessel was built in 1893 at Sunderland, England, under the name of Boston City.

Two New Officers Killed. Ft. Worth, Tex., Aug. 8.—Second Lieutenant Harry E. Herr and Leon W. Adelsperger, both of Springfield, O., were killed at Tallifero field tonight when the machines they were piloting collided at an altitude of about 5,000 feet and fell to the ground. Both officers were commissioned Saturday.

TEN PER CENT TAX WILL BE PLACED ON LEASED WIRES

Automobile Owners Will Have To Pay Horsepower Tax Under New Law.

DOUBLE TOBACCO RATES

Kitchin Talks of Progress Made By Committee on Revenue Measure.

Washington, Aug. 8.—Tax of 10 per cent on amounts paid for leased telephone and telegraph lines, including press associations and brokerage circuits, a horsepower tax on automobile owners and a doubling of the tobacco taxes of the present law, instead of a higher rate previously agreed upon, were written into the \$3,000,000,000 revenue bill today by the house ways and means committee.

Chairman Kitchin in a statement issued tonight regarding the telegram of Secretary McAdoo favoring retention of the present excess profits law and a flat 30 per cent war profits tax as an alternative, according to the greater revenue likely to be raised in each corporation's case. Mr. Kitchin's statement indicated the committee will retain in substance the dual or alternative system it agreed upon but will insist that the excess profits tax, instead of remaining at the present rates shall be increased either as the committee has agreed upon them or by some compromise adjustment.

"I received Secretary McAdoo's telegram on August 5," said Mr. Kitchin, "and with the exception of the retaining of the rate on excess profits in the existing law, I agree and I think the committee does. I think the ways and means committee, ten days before the telegram was received, determined on the motion of Representative Crisp, of Georgia, to have a war profits tax, the treasury to select whichever tax shall raise the higher revenue. I did not believe that the committee is thoroughly convinced that with the alternative system and to fix a proper relation between the excess profits and war profits taxes in the present law are too low. I think the committee is unanimously of this opinion. With the excess profits rates tentatively agreed to by the committee and the alternative war profits law we will catch everybody."

Mr. Kitchin's resume of today's committee work follows: "The committee agreed to put a tax of 3 per cent on freight transportation within the United States originating in a foreign country, to apply on that part of the shipment within the United States."

"We increased the tax on transportation of oil by pipe line from 5 to 6 1/2 per cent."

"A tax of 10 per cent of the amount paid for leased lines and talking circuits was agreed to. That includes telephone lines, no tax now being levied on these lines. I have no estimate of revenue from this source. The tax will be paid by the lessees."

"On motion picture films we agreed upon a new tax of 10 per cent on the rentals received by the producer."

"The committee reconsidered the tobacco schedule and in substance agreed to double all the present law rates on cigars, cigarettes and tobacco. Hereafter the committee tentatively proposed rates that in some cases trebled the present law rates. The committee now has agreed to double and believe that it will obtain as much revenue thereby."

"The committee reconsidered the tax on users of automobiles and levied a tax on the basis of horsepower, as follows: 20 horsepower or less, \$10; 26 to 30 horsepower, \$20; 31 to 40 horsepower, \$30; more than 40 horsepower, \$50. This includes truck as well as passenger vehicles."

Mr. Kitchin said the committee had finally decided to allow payment of income Harbonnières in three instalments with a discount of one and one-half per cent if all the tax is paid when due.

COTTON SEEDMEN CONFERENCE WITH FEDERAL OFFICIALS

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Washington, Aug. 8.—Within less than 24 hours after the Diamond Shoals lightship off Cape Hatteras, North Carolina, had been destroyed by shell fire the small American unarmed steamer Merak was shelled, torpedoed and sunk by a German submarine near the North Carolina coast Tuesday afternoon. Announcement of destruction of the ship—the third went down in that vicinity since last Sunday—was made today by the navy department.

The Merak's crew of 43 men got away in small boats and were landed safely at Norfolk and the remainder at Elizabeth City, N. C. Complete details were lacking tonight.

Naval officials feel certain that the submarine which accounted for the Merak was the same that sank the tank steamer C. B. Jennings Sunday off the Virginia coast and the Diamond Shoals lightship Monday. In some quarters it is believed the submarine was spotted where the lightship was sent down.

Secretary Daniels said today that he had nothing to add to his former opinion as to the operations of the raiding side of the Atlantic—that they are instructed to hinder commerce as much as possible without exposing themselves to danger. Mr. Daniels said other sinkings probably would follow.

ATTACK WAS THREE MILES FROM DIAMOND SHOALS

Norfolk, Va., August 8.—An American steamer bound from Cuba to a New England port touched here today to land 23 members of the American steamer Merak, shelled by a German submarine and sunk by a bomb on Tuesday off the North Carolina coast.

The Merak was attacked by the U-boat at 2:30 in the afternoon three miles northwest of the Diamond Shoals lightship. The vessel of 3,000 tons displacement was unarmed and unable to put up any fight against the enemy. According to reports brought ashore from the survivors who are still held aboard the rescuing steamer pending instructions as to their disposition by the naval intelligence bureau the Merak was shelled while the crew was taking lifeboats. Later the U-boat sent off a small boat and after ransacking the steamer sunk her with a bomb.

Twenty members of the crew landed at Elizabeth City, N. C., are expected to reach this port late tonight or early tomorrow morning.

STEAMER SUNK OFF FRENCH COAST WAS AMERICAN SHIP

Allies Continue Pressure Against the Germans Along The Soissons-Rheims Front

Is Virtually Certain That the Aisne-Vesle Triangle Will Be Cleared Of the Enemy Shortly—American Army Officials Elated Over the Success of the British and French Drive Farther North.

Washington, Aug. 8.—American army officials greeted with delight today news that the Franco-British forces had launched a smashing blow at the enemy on a wide front in the Picardy theatre. The full extent of the thrust was not discernible in a military way at a late hour tonight, but the outstanding fact to observers here was that Field Marshal Foch found himself able to strike again on the heels of the victory at the Marne, which still is being pressed. The supreme commander has made it evident that he has the men and the means to keep up the aggressive battle for which American officers have been desirous. The reputation of the great French strategist is that he is the advocate of attacking the enemy without rest. He is living up to that reputation today as never before and indications tonight were that he had scored another punishing surprise blow on an enemy already staggering under the rush that swept him out of the Marne salient in two weeks time.

As the situation is seen here, the enemy now faces alternative operation. (Continued on Page Ten.)

SHIP IS SUNK OFF N. CAROLINA COAST

Steamer Merak Sent Down By U-Boat in Vicinity of Cape Hatteras.

THE CREW LANDS SAFELY

Is Sunk Within Less Than 24 Hours after Destruction of Diamond Shoals Lightship Probably by the Same Submarine.

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STEAMER SUNK OFF FRENCH COAST WAS AMERICAN SHIP

New York, August 8.—The Steamer Berwind, announced as having been sunk on August 3 off the French coast, is the American Steamship Berwind, not a British steamship, it was learned here today.

The Berwind, 2,539 tons gross, owned by the New York and Porto Rico Steamship company and formerly engaged in the sugar carrying trade between Porto Rico and New York, was requisitioned by the shipping board last September and consigned to the use of the American army in France.

Since that time she has been plying between British and French ports. The vessel was built in 1893 at Sunderland, England, under the name of Boston City.

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130,207 ADDITIONAL SELECTMEN CALLED

North Carolina Will Send 4,500 White and 2,738 Colored To Camp.

300,000 IS AUGUST TOTAL

The Additional Men Called Will Enter For Camp Before the End of the Month—Quotas For Southern States.

Washington, August 8.—Calls for 130,207 draft registrants qualified for general military service to join the colors before the end of August were issued tonight by the provost marshal general.

One hundred thousand white registrants from 43 states are ordered entrained between August 26 and August 30. Twenty-one states and the District of Columbia are directed to furnish 30,207 negro registrants, to entrain August 22-24.

These orders being the number of men called out in August to about 300,000, the number contemplated in the present military program.

Following are the Southern states from which the white men are called and the caps to which each quota is assigned:

Alabama, 850, Camp Gordon, Georgia, S. C.

North Carolina, 4,500, Camp Jackson, S. C.

South Carolina, 1,400, Camp Jackson, S. C.

West Virginia, 1,500, Camp Greenleaf, Georgia.

Georgia, 2,750, Camp Gordon, Florida, 1,300, Camp Jackson, Oklahoma, 7,000, Camp Pike, Ark., Texas, 4,000, Camp Travis, Texas.

Other assignments to Southern states follows:

Camp Greenleaf, Ga., 2,500 from Connecticut; Camp Woodworth, S. C., 4,000 from Illinois; Camp Jackson, S. C., 2,800 from Massachusetts; Camp Gordon, Ga., 6,400 from New York; Camp Lee, Va., 10,000 from Pennsylvania.

Negro registrants are called as follows:

Virginia, 651, Camp Lee, Va. North Carolina, 2,738, Camp Greene, N. C.

South Carolina, 1,848, Camp Jackson, S. C.

Tennessee, 1,266, Camp Greene, N. C. Mississippi, 2,000, Camp Shelby, Miss. Louisiana, 1,750, Camp Travis, Texas. Louisiana, 897, Camp Pike, Ark.; 250 Camp Travis, 2,000, Camp Beauregard, La. Georgia, 1,152, Camp Jackson; 2,000 Camp Gordon.

Florida, 1,000, Camp J. E. Johnston, Fla.

Alabama, 1,394, Camp Taylor.

Other assignments of negro registrants to Southern camps follows:

Camp Lee, Va., 457 from District of Columbia, and 892 from Pennsylvania.

BRAKEMAN IS BELIEVED TO BE EXPRESS ROBBER

Is Arrested by Detectives Who Are of Opinion That Mystery Will Now Be Cleared Up.

Stanton, Va., Aug. 8.—With the arrest here tonight of E. C. Goodbare, alias H. C. Garland, Chesapeake & Ohio brakeman, of Clifton Forge, detectives are of the opinion that the mysterious robbery of the express car on the Chesapeake & Ohio road ten days ago will be cleared up. Goodbare was taken into custody tonight charged with entering an express car on the morning of July 29 between Charlottesville and Stanton, binding the messenger, A. L. Marshall, of Washington, and rifling the safe of \$10,000 in money and other valuables.

The prisoner spent the past week at the same hotel with the detectives working on the case. He spent money lavishly. Detectives claim they have evidence enough to convict. Goodbare is to be given a preliminary hearing Friday morning.

"The relationship between these departments, or sub-divisions, of our government is so close that one can not do effective work without the active help and co-operation of the other."

"The great importance of the state highway department has been emphasized by the fact that it is necessary between the state and federal government to secure the very best results, and the same co-operation must exist between the counties and the state highway department."

"The war has only emphasized the close and logical co-operation that is necessary between the state and federal government to secure the very best results, and the same co-operation must exist between the counties and the state highway department."

(Continued on Page Eight.)

ROAD DEPARTMENT HAS BECOME MOST IMPORTANT OF ALL

In New Era of Good Roads Administration it is Vital Branch Of the Government.

APPROVE MILITARY ROAD

North Carolina Good Roads Association Hears Many Highway Discussions.

The second day of the convention of the North Carolina Good Roads association, which convened in Harbor Island auditorium, Wrightsville Beach, Wednesday morning, was featured by a number of notable addresses including an address by Henry G. Shirley, of Washington, D. C., secretary of the Highway Industries association, and the adoption of a resolution endorsing the proposed Wilmington-Charlotte military highway, while interesting discussions were made during the day by other men of authority on the subjects which had been assigned them.

D. M. Clark, of Pitt county, and W. S. Wilson, of Raleigh, spoke on the financing of road construction; L. R. Ferguson, general manager of the Liberty Shipbuilding company, discussed concrete roads for permanence, while John W. Towle, resident engineer for the emergency fleet corporation, spoke on concrete and steel bridges.