

FIERCE GERMAN OFFENSIVE ON WARSAW ROAD

Invaders Resume Offensive in Region of Sochaczew and Borjimow on Polish Capital Road.

SOME RUSSIAN UNITS COMPELLED TO RETIRE

Russian Charge on Right Bank of Lower Vistula Successful—Spirited Fighting Reported in West.

Petrograd, Feb. 2.—Renewal of a fierce offensive by the Germans in the region of Sochaczew and in the region of Borjimow on the road to Warsaw was admitted in an official statement made today by the Russian military authorities. The violence of the German attack, the statement says, has compelled some of the Russian units to retire.

Russian charges on the right bank of the lower Vistula river, along a ten miles front, on January 31, were successful, the statement asserts.

General Situation.

London, Feb. 2.—The German line, after long preparation, appears today, judging from reports received concerning the war situation in the west, to be putting into execution their plans for the advance on Warsaw, the goal they have long sought. Simultaneously, the Austrians seem to be renewing their forward movement in the Carpathians. This fighting is expected to decide for the period of the war the mastery of the Carpathian passes. The three most important passes are the Uzsok, the Dukla, and the Wyskow. The fighting in the Carpathians appear not to have assumed its full proportions, but the Austro-German concentration seems to be progressing, notwithstanding the harassing of the Russians.

Spirited fighting continues also in the western arena. The Germans are attacking in full force at La See and on the coast. The French assert that at La Basse there is no change of positions, and that on the coast the German attacks are aimed at the recovery of "Great Dune" and artillery positions near Lombaertzyde, which however, remain in possession of the allies.

The London Zeppelin scare last night now appears to have been in the nature of a rehearsal. No foundation is discoverable for the rumor that German airmen were over Dover. Firing by the Dover forts was said to have been in the nature of a warning to ships which had omitted to comply with port regulations.

Gen. Von Kluck Dead. Berlin, Feb. 2.—Naval Lieutenant Von Kluck, eldest son of the famous General Von Kluck, is reported to have fallen in an artillery battle near Middlekerke on January 26.

All former non-commissioned officers have been called out to drill new recruits.

Mrs. Margaret Caldwell has been appointed to a \$1,200 a year clerkship in the New York Internal Revenue office.

FAIRFAX HARRISON ASHEVILLE VISITOR

President of Southern Holds Conference With Committee of the Board of Trade.

President Fairfax Harrison of the Southern Railway company, arrived in Asheville this morning at 11:30 o'clock in his private car attached to train No. 41. At 12 o'clock, President Harrison left his car, accompanied by Division Passenger Agent J. H. Wood, and drove in an automobile to the reception room of the board of trade. Here, a committee from the board of trade greeted the president. After a conference with the committee, Mr. Harrison paid some personal calls on friends in the city. The president will be here only a short time, as he is on a tour of inspection over the Southern system.

This is the second visit President Harrison has paid Asheville since he succeeded the late President Finley as head of the Southern. On the occasion of his first trip here, Mr. Harrison attended a reception tendered him in the afternoon at the Asheville club; and in the evening delivered the principal address at a banquet given in his honor by representative citizens of Asheville and Western North Carolina at Grove Park Inn.

It is understood that the conference here today will consider the question of train service for Asheville during the coming season.

CANADIAN PACIFIC BRIDGE DYNAMITED

One Span of Structure Blown up Today—German Officer Held on Suspicion.

Vanceboro, Mo., Feb. 2.—One span of the Canadian Pacific railroad bridge over the St. Croix river between Vanceboro and St. Croix was blown up early today. Preliminary investigation indicates that the explosion was done with dynamite.

The bridge is on the line between Halifax, N. S., and St. John, N. B., and Montreal. It is 1200 feet long and consists of three spans. The part destroyed is on the New Brunswick side. The bridge connects the Canadian Pacific track and the Maine Central, over which the Canadian Pacific has traffic rights between Vanceboro and Mattawamkeet. A man who is said to be a German officer has been arrested on the American side on suspicion that he caused the explosion.

FORECAST SHARP RISES ACCOUNT HEAVY RAINS

Recent Precipitation in Carolina Piedmont Likely to Affect Rivers in East.

Raleigh, Feb. 2.—Sharp rises in practically all the rivers of eastern North Carolina, as a result of the heavy rains from the Piedmont region to the coast yesterday afternoon and last night, are predicted at the district weather bureau. The heaviest rise is predicted at Newus, where 2.52 inches precipitation was recorded. At Raleigh 1.72 inches fell. The amount of precipitation at other towns in the eastern part of the state are as follows: Nashville 1.10; Rougemont 1.42; Graham 1.16; Randleman 2.51; Reidsville 1.24; Louisburg 1.67; Tarboro 1.28; Infield 1.25.

EARTHQUAKES LOWER LAKE PATRENO LEVEL

Rome, Feb. 2.—Minor earthquakes continue in the vicinity of Avezano, one of the most important being the lowering of the level of Lake Patreno by 14 feet after a vortex had appeared in the center of the lake. Interpretations indicating it was subsiding followed an erupting which subsequently drew into the earth an immense quantity of water.

SHIP PURCHASE BILL TOTTERING

President Indicates Administration Is Ready to Make Concessions in Provisions of Bill.

IS STILL CONFIDENT BILL WILL BE PASSED

Caucus Held to Consider the Amendments, Whip Revolters Into Line and Win Over Progressives.

Washington, Feb. 2.—Declaration of principles in the ship purchase bill on the part of the United States not to buy ships, the purchase of which might result in controversy with some belligerent nation, was forecast at the White House after a conference between President Wilson and Senators Kenyon and Norris, progressive republicans, held today. The president indicated that the administration was ready to make some concessions in the provisions of the bill.

Washington, Feb. 2.—Senate democrats met in caucus early today in an effort to whip back into line the nine of their number who late yesterday aligned themselves with the republicans in an attempt to send the ship purchase bill back to the committee, and thus save the measure. The caucus was also to consider some amendments to the measure in an effort to win some of the progressive republicans to its support. The outcome of the caucus was awaited with intense interest in congressional and administration circles, for on its action depends whether or not the measure can be passed. If the bill is re-committed, even its most ardent advocates believe it will mean the death of the measure, insofar as this session of congress is concerned.

After a canvass of the senators, the democratic leaders admitted that the most optimistic forecast of the parallel line-up on the motion to recommit left one vote necessary for killing the proposal.

While many of the democratic leaders regarded the prospects for the measure as almost hopeless, President Wilson remained confident of its ultimate passage. Senator Williams, after a conference with President Wilson and Senator Brya, made it clear that there was to be a let up in the fight to pass the bill, and predicted that the opposite would be beaten. Senator Kern expressed the same view.

Among the proposals to amend the bill was one which would eliminate cabinet members from the shipping board and to give the board control of transportation rates for government vessels.

What the revolters would do in the democratic caucus was causing much comment. It was said that they would propose that the measure be dropped and that the big supply measure and other important legislation, including the rural credits bill, be passed.

While the democrats were in caucus, President Wilson called Senators Kenyon and Norris to a conference. Nine democrats in the senate yesterday joined an alliance with the republicans in an unexpected attempt to recommit the government ship purchase bill.

GATLING WINS RALEIGH FIGHT

Representative Pou Recommends His Appointment as Postmaster at Raleigh—No Surprise.

CHARGES MAY BE FILED BUT MUST HAVE 'TEETH'

Several Clerks in Office Will Be Let Out and Mrs. Aycock Will Have First Call on Jobs.

Washington, Feb. 2.—Declaration of principles in the ship purchase bill on the part of the United States not to buy ships, the purchase of which might result in controversy with some belligerent nation, was forecast at the White House after a conference between President Wilson and Senators Kenyon and Norris, progressive republicans, held today. The president indicated that the administration was ready to make some concessions in the provisions of the bill.

Washington, Feb. 2.—Senate democrats met in caucus early today in an effort to whip back into line the nine of their number who late yesterday aligned themselves with the republicans in an attempt to send the ship purchase bill back to the committee, and thus save the measure. The caucus was also to consider some amendments to the measure in an effort to win some of the progressive republicans to its support. The outcome of the caucus was awaited with intense interest in congressional and administration circles, for on its action depends whether or not the measure can be passed. If the bill is re-committed, even its most ardent advocates believe it will mean the death of the measure, insofar as this session of congress is concerned.

After a canvass of the senators, the democratic leaders admitted that the most optimistic forecast of the parallel line-up on the motion to recommit left one vote necessary for killing the proposal.

While many of the democratic leaders regarded the prospects for the measure as almost hopeless, President Wilson remained confident of its ultimate passage. Senator Williams, after a conference with President Wilson and Senator Brya, made it clear that there was to be a let up in the fight to pass the bill, and predicted that the opposite would be beaten. Senator Kern expressed the same view.

Among the proposals to amend the bill was one which would eliminate cabinet members from the shipping board and to give the board control of transportation rates for government vessels.

What the revolters would do in the democratic caucus was causing much comment. It was said that they would propose that the measure be dropped and that the big supply measure and other important legislation, including the rural credits bill, be passed.

While the democrats were in caucus, President Wilson called Senators Kenyon and Norris to a conference. Nine democrats in the senate yesterday joined an alliance with the republicans in an unexpected attempt to recommit the government ship purchase bill.

The nine democrats who voted against the ruling of the chair were Bankhead, of Alabama; Camden, Kentucky; Clark, Arkansas; Hardwick, Georgia; Bryan, Florida; Hitchcock, Nebraska; O'Gorman, New York; Smith, of Georgia; and Vardaman, of Mississippi.

COMMISSIONERS TO BUILD GRADE ROAD

Commissioners Accept Proposition of Citizens, Who Will Contribute \$2500.

The board of county commissioners at noon today accepted the proposition submitted by a delegation of citizens from Grace, who agreed to contribute \$2,500 towards rebuilding the road through that section and the board ordered work to begin on the road not later than June 15.

According to the petition submitted to the board, the road will be rebuilt from the end of the paving at the city limits to the forks of the road beyond Grace, which is a little more than one mile. The members of the board stated that work would begin on rebuilding the Weaverville road about June 1; and that the Grace road could be rebuilt at the same time, provided to be used in building the roads.

The finance committee, appointed at a recent mass meeting held by the Grace citizens, composed of Dr. W. B. Meacham, Herman Gudger and Dr. Durham will be instructed by Capt. W. T. Weaver, who was chairman of the mass meeting, to arrange to have the \$2,500 contributed by the citizens in the bank not later than June 15. It was further suggested by Captain Weaver that arrangements could be made to take the county's notes at six or twelve months at six per cent interest for any money the county would need in building the road.

Among those of the Grace delegation who addressed the board were: Captain W. T. Weaver, Judge J. D. Murphy, J. M. Westall, Judge H. A. Gudger, Charles A. Webb and Charles T. Rawls.

County Road Engineer Charles H. Neal suggested that the board could at once begin work on removing the sand-clay top of the road and leave the macadam base to be used until the road could be rebuilt, and it is probable that this course will be pursued.

MAY RAISE THE PRICE ON BUNS, CAKES, ETC.

Question of Raising Price of Bread Discussed in New York and Chicago.

Chicago, Feb. 2.—Members of the Master Bakers association are considering the advisability of raising the high prices of wheat and flour. Leading bakers here consider an advance in price from 5 to 6 cents a loaf inevitable. Mr. Julian Heath, president of the Housewives league, advises that the average housewife would do well to learn more about corn meal.

OHIO RIVER FLOODING

Pittsburgh, Pa., Feb. 2.—With the Ohio river 24 feet high, two feet above the accepted flood standard, at 7 o'clock today and rising at the rate of six inches an hour, scores of families in Allegheny City were moving from their homes. Many persons were taken from their flooded homes in boats. Reports from the Allegheny watershed indicated great increase in water still to come.

MRS. JACKSON ILL.

Special to The Gazette-News. Charlotte, Feb. 2.—Mrs. Stone-Jackson's condition is again alarming. She is very weak and is losing ground daily.

PRISON STRIPES ARE ELIMINATED

NOT VERY HOPEFUL OF PRIMARY LAW

S. C. Brawley, Durham, Thinks Assembly Will Pass "Milk and Cider" Bill.

Gazette-News Bureau, Wyatt Building, Washington, Feb. 2.

S. C. Brawley, of Durham, member of the democratic state executive committee, a former member of the state legislature and well known throughout the state, handled the state legislature without gloves last night while discussing that august body with The Gazette-News Washington correspondent at the Raleigh hotel.

Mr. Brawley believes the state legislature will pass a "milk and cider" or "make shift" primary law. He is not hopeful that a primary law such as the people of the state demand will be enacted by the gentlemen now engaged in a talk fest at Raleigh.

Mr. Brawley said: "I am of the opinion that the legislature will pass some kind of a primary law, most likely a make-shift, or a 'milk and cider' proposition, but so far as passing a real primary law, as should be passed, I am not very hopeful. Having been a member of the legislature and knowing the influences that are opposed to a real primary, I doubt seriously if anything substantial will be passed by this body during the present session."

"The provision of the state democratic platform amounts to but little and any kind of a primary law will find sufficient ground here to oppose any primary bill submitted. If the democratic party is really serious about wanting a statewide primary law it should say so in no uncertain terms. The party ought to do this at its next convention, that is, if it is sincere about wanting a primary law."

"You will recall I was in Washington last May and predicted that Everett Wooten of Kinston would be elected speaker of the house and the action by that body has confirmed this prediction. I am sure they made no mistake."

"As to who will be the successful candidate for governor of the state, I do not know, in the event that Gen. Carr is not a candidate. I think I know enough about political conditions in North Carolina to say that if he is a candidate he will be nominated over all opposition. If General Carr refuses to run, in my opinion, we will have another candidate for a state office, R. O. Everett, I understand, will be a candidate for attorney general."

"Mr. Everett for several years has been identified with the Anti-Saloon league and besides is well qualified to fill the position. If he finally decides to become a candidate he will make trouble for any one who opposes him."

MR. MACRAE FAVORS A HIGHWAY COMMISSION

Donald MacRae, of Wilmington, has been a visitor at Grove Park Inn for a few days, leaving today. Mr. MacRae is interested in the good road movement, especially in the Southern National highway, and in the passage of the State Highway commission bill, introduced at the present session of the legislature by Colonel Bennhan Cameron. This is the bill that was endorsed last week in resolution by the Asheville and Buncombe County Good Roads association and the city board of trade. Mr. MacRae will send Secretary Buckner some views and maps of the Southern National highway.

WHEAT STILL HIGHER

Chicago, Feb. 2.—Wheat raced upward today, the first prices showing a jump of three and three-fourths cents. May delivery rose to \$1.80, the top figures reached during the famous Pat-ten dealings in 1909. Extraordinary rally at Liverpool excited the wheat traders here.

Commission Form Bill For Asheville Introduced

Capitol Building, Raleigh, Feb. 2.—Representatives Roberts and Nettles today introduced the bill giving Asheville the commission form of government. The commission is composed of a mayor and two commissioners.

Buncombe County Leads Entire South in Establishing Reforms Covering Its Convict System.

SYSTEM HUMANITARIAN; MEN TO BE ON HONOR

Surroundings Will Be Made as Nearly Homelike as Possible—Commissioners Adopt Rules.

The Buncombe county board of commissioners today took steps to reorganize—or rather revolutionize—the county's convict system. Rules and regulations were adopted whereby perfect order must obtain at all times at the county jail and in the several convict camps; provision is made for platters while seated at table, the surroundings to be made as nearly homelike as possible; corporal punishment at the discretion of the camp guards is abolished; and prisoners are not to be chained, especially at night, except in aggravated cases.

The greatest innovation and progressive step in the prison management, however, is the elimination of prison stripes. The authority to eliminate this humiliating and degrading punishment is made possible by a special act of the present general assembly that applies to Buncombe county alone, and was enacted into law through the efforts of Senator Zebulon Weaver and Representatives Gallatin Roberts and H. L. Nettles. So far as is shown by an incomplete investigation, Buncombe county takes the lead of the entire south in this reform; and this investigation likewise shows that two states in the union, New York and Colorado, have taken such a step.

Together with this innovation, going hand in hand with it as a reform, is the honor system for prisoners. Strict rules are laid down for the conduct of prisoners; and unless a man is a hardened and incorrigible criminal when he is committed to one of the convict camps he will be placed on his honor—in other words, a trusty—to observe these rules; and he will not have stripes or chains placed upon him. If he observes the rules, he will be given five days each month as his "copper," or good time, which will reduce the term of his sentence by 50 days each year. If he shows himself to be altogether incorrigible, he may then have both stripes and chains placed upon him; and, at the discretion of the commissioners, he may be given corporal punishment.

It is the idea of the board that under this system the prison and convict camps may be made to "reform as well as punish;" and aside from this consideration, it is believed that under a humane system the convicts who are worked on the roads will be rendered more efficient, and a great saving effected for the county.

The new system becomes effective immediately, the county board today adopting a set of rules and regulations covering the government in the minutest particulars of the jail and camps. These rules were drafted, at the instance of the board, by County Attorney J. W. Haynes. The rules and regulations follow:

The board of county commissioners of Buncombe county do ordain the following rules and regulations for the government of the officers, guards and employes of Buncombe county:

Rule 1. That there shall be maintained in Buncombe county two or more convict camps for road work, in which camps white and colored prisoners shall be segregated, all white prisoners going to one camp, and colored prisoners to another.

Rule 2. The name, age, weight, height, color, parents, where born and last address and such additional information as may be desirable of each prisoner, shall be entered in a book or record kept for that purpose, as well as the offense and period of sentence of each prisoner before leaving the county jail.

Rule 3. No prisoner convicted of a misdemeanor or of the crime of larceny, except in cases of breaking and entering, larceny from the person and horse-stealing, where the value of the property stolen is less than \$20, shall be required to wear striped convict clothing.

Rule 4. That no prisoner shall be required to wear striped prison clothing or chains and hells when first committed to the road, unless it shall appear that such prisoner is a hardened offender, or has the reputation of running away, then in that event, such methods may be used to secure his detention as are lawful and necessary.

Rule 5. That at anytime after the commitment of a prisoner, it appears that he has abused the privilege and rules for his detention, and it appears necessary, he may be subjected to the same.

(Continued on page 5)