

ITALIANS CAPTURE BRIDGE AT GORITZ AND BEGIN HEAVY ATTACK ON CITY IN GREAT NEW OFFENSIVE; TREMENDOUS ENTHUSIASM

Attackers May Have Taken Important Place Already—Expected Soon to Be Marching to Port of Trieste—Warships Aiding in Assault—Two Million Men Engaged in Terrific Battle in Which Austrians Seem to Be Losing—Italians Sang and Wore Flowers in Their Hats as They Swung Across Bridge to Drive Down Upon Defenders—Decisive Victory Expected Might Be Turning Point of the War

(By United Press)

London, Aug. 9.—The Italians have taken ten thousand prisoners at Goritz, in the biggest Italian victory of the war.

Rome, Aug. 9.—Two million men are battling along the Isonzo front in a great struggle centering around Goritz, that may prove the turning point of the war. The Italians have captured Goritz bridge, pouring across to assault Goritz and singing gayly, with helmets decorated with flowers. It is believed the capture will be complete in a few hours, if not already accomplished.

Fifteen thousand Austrians were captured in the first two days of the offensive.

Rome and the other cities are being swept with tremendous enthusiasm.

Terrific bombardment of the Austrian line from land is being augmented by fire from Italian warships. It is believed a decisive victory is imminent that will send the Italians marching on Trieste.

Allies Hammering With Fury at Teutons on Every Front.

(By EDWARD L. KEEN)

London, Aug. 9.—A mighty triple offensive, with several million men employed and thousands of guns engaged, is slowly squeezing the armies of the Central Empires on every front. The Germans are fighting stubbornly, in many instances with rare bravery.

The Austro-German-Turkish forces are giving ground in every theater of war save in the Balkans, where the recent skirmishes heralded the beginning of a fourth great Allied offensive. The Slavs are advancing along a front of 30 miles, from Nedworn to Nisiof. Nedworn, a railway center of 10,000 population, has been captured. The Russian center is within a few hours of the important city of Stanislaw, the capture of which would materially increase the danger to General Von Bothmer's army.

The most striking victory by Italians, since the war was begun, which would partly open the way to Trieste, the great objective of the Isonzo campaign, is imminent. There is resistance probably at Goritz, but the Austrians are believed to have been forced to strip their lines to the danger point, to meet the Russian menace in Galicia.

In the west another slice of the German second line has been won, on a four-mile front north of the Somme. The Teutons are on the offensive only at Verdun. Their positions have been changed eight times since the offensive began. The Allies are marching victorious in the Caucasus.

New Great Battle In West.

Paris, Aug. 9.—The Germans again have recaptured Thiaumont redoubt, northeast of Verdun, in heavy fighting, which lasted all night, it is officially stated. The French repulsed all other attacks on the Verdun front, advancing toward Fleury.

North of the Somme the Germans repeatedly countered throughout the night against the Allies' new positions, finally entering a single trench, but were partly ejected. The battle continues in that region.

Stanislaw In Danger.

Petrograd, Aug. 9.—The Galician town of Tyamionics, seven miles east of Stanislaw, has fallen before General Lochitahy, it is stated officially. Over 700 prisoners were taken, half of them German. The advance on Stanislaw has gained six miles in 24 hours.

Mexico City, Aug. 9.—Eighty thousand Carranzistas are now patrolling the border and rounding up and exterminating bandits, War Minister Obregon today said. "Conditions are Satisfactory," he declared. In official and financial circles, it is denied that Mexico plans a loan in the United States.

BRANDEIS AND LANE WILL BE ON THE MEXICAN COMMISSION

Washington, Aug. 9.—Louis D. Brandeis and Secretary of the Interior Lane were today selected by President Wilson to serve on the Mexican Peace Commission. A third member will be announced when he accepts.

The Mexican Commissioners, named last week, are Ignacio Bonillas, a government under secretary; Albert Openy, a Mexican railway president, and Luis Cabrere, Minister of Finance.

MACADAM ROADS TOO EXPENSIVE FOR USE IN CITY OR COUNTRY

Says United States Office of Roads—Facts and Figures on Construction—Experienced Engineer Is Necessary

(By the United Press)

Washington, August 10.—"The macadam road," said the U. S. Office of Public Roads today, "is particularly adapted to main highways connecting centers of population, but is not satisfactory for city streets, and is too expensive for rural roads other than main highways or pikes." The department has been investigating.

From 12 to 15 feet is recommended as a suitable width, provided the road is flanked on each side with firm shoulders from 3 to 5 feet wide, to prevent shearing of the sides by wheels.

The macadam method of road construction was first introduced about the beginning of the nineteenth century in England by a Scotchman named John Loudon McAdam.

The chief features of this construction, which has since become one of the foremost methods of road-building in every country of the world, are: a raised, thoroughly drained, and crowned earth foundation; a sub-surface of broken-stone fragments, not larger than 2-1/2 inches in diameter and of uniform size; a surface binding of stone dust and screenings.

During the last forty years this method has been modified and the stone fragments are graduated in size with the coarser stones at the bottom.

Recently various bituminous preparations have been added to the surface of binders. Heavy, petroleum oils, asphalt, bituminous cements and tar mixtures are now used largely for this purpose. The addition of some such binding material renders the road impervious to the damaging action of water and forms a hard, smooth, resilient surface.

Although it formerly was thought necessary to surface the road with a layer of macadam from 8 to 12 inches in depth, Uncle Sam's road experts declared the surface should be as thin as is consistent with durability—not over 6 inches deep in any case and often only three. This saving of surfacing material greatly lowers the cost of the road, without detracting from its wearing qualities in the best, they contend.

The road-bed should be of porous material, well-drained, and should be free from clay or loam.

Grades exceeding 6 feet to every 100 feet of road are considered excessive for heavy traffic. Curves with less than 200 feet radius should be avoided. Build around the slope of a hill—not over it. Build as straight as possible, always considering grading first. A special recommendation is made by the Office of Public Roads that the surface crossing of railroad tracks be eliminated through culverts or overhead bridges.

Trap rock is considered by the government experts as the best for road-building purposes, although some granites and the harder limestones give good results. The United States of Public Road tests samples of rock submitted to it without charge, and furnish advice as to the fitness of any sample for road building.

The cost is entirely dependent on local conditions and the availability of materials. However, an estimate of the cost of the macadam surface, foundation and drainage costs eliminated, places the average expenditure, where imported trap rock is used, at approximately \$3,000 to \$5,000 per mile for a 15-foot road with an average depth of 5 inches. Where a good local stone is immediately available, the cost of the surface may be as low as \$1,500 to \$3,000 per mile.

In Massachusetts, the actual cost of imported trap rock, in place and rolled was \$1.70 a ton, covering 3.13 square yards of surface at 5 inches in depth. Local stone was secured in this instance at \$1.22 a ton.

Construction of macadam roads as of any other kind, in the opinion of the U. S. Road Bureau should always be under the direction of an experienced road engineer, if best results are to be obtained.



JAMES G. DELEMAR OF NEW BERN DIES WHILE IN BATHING

Succumbed to Heart Failure While Standing in Water Only Two Feet Deep—He Was Prominent Socially and as Churchman

(Special to The Free Press)

New Bern, Aug. 9.—James G. Delemar, a prominent local man, succumbed to heart failure while bathing at Wyatt's beach about 8:15 o'clock last night. He was seen to fall while standing in about two feet of water. Strenuous efforts at resuscitation failed.

Mr. Delemar was 38 years old, an active churchman and has extensive family connections. The funeral is to be held here, probably today.

GREENSBORO MAN LOSES LIFE WHILE SWIMMING

Greensboro, Aug. 8.—J. H. Cook, a well-known insurance man, was drowned in the lake at Guilford Battleground late this afternoon while swimming.

Mr. Cook was 54 years of age, and is survived by his wife and a son.

NEW YORK FACES A MILK FAMINE OVER DAIRYMEN'S DEMAND

New York, Aug. 9.—A milk famine is faced here as the result of a demand on upstate dairies for higher prices. Distributors here refuse to consider the demand. A conference between civic and State authorities is to be held.

BRIEFS IN THE NEWS OF NEIGHBORING TOWNS

(Daily Free Press—9th)

Pitt county will not hold a fair this year.

An officer from Camp Glenn was at New Bern Tuesday looking for Roy T. Orr and Furman Murray, alleged deserters from Company F, Second Infantry.

WILL MY CHILD TAKE DR. KING'S NEW DISCOVERY?

The best answer is Dr. King's New Discovery itself. It's a pleasant sweet syrup, easy to take. It contains the medicines which years of experience have proven best for Coughs and Colds. Those who have used Dr. King's New Discovery longest are its best friends. Besides every bottle is guaranteed. If you don't get satisfaction you get your money back. Buy a bottle, use as directed. Keep what is left for Cough and Cold insurance. adv.

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The Eagle Warehouse starts its fifteenth year under the management of Geo. P. Fleming. He will be here this year running the sale and working hard to get you the top of the market on every pound you sell on our floor. He has been in the tobacco business all his life. His experience in tobacco starts on the farm raising it. He bought for many years and as stated above, he has run the Eagle for fifteen years, so when you sell with us you feel safe in knowing that you have a man to start the price on your tobacco who knows what it is and is sure of his judgment enough to make every pile bring the top of the market.

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