

NOTICE OF SALE OF UNCLAIMED PROPERTY

Under Sec. 1444, 5, 6 and 7 of the Revised Statutes of South Carolina.

NOTICE is hereby given that the property below mentioned and referred to, will be offered for sale at public outcry to the highest bidder for cash, at the Atlantic Coast Line freight depot, in the city of Sumter, South Carolina, all of the same having been in the possession of said Railroad Company for more than six months past, the exact times when left not being known; the sale will commence at 10 o'clock in the morning of November 12th (twelfth), A. D. 1901, and will continue from day to day if necessary, until the sale is completed. Purchasers will be required to remove property as soon as purchased. The following are the articles:

Table with columns: Articles, Marked, Destination. Lists various items like Rocking Chair, Buckets, Sacks, etc., with their respective status and destinations.

Table with columns: Articles, Marked, Destination. Lists various items like Bundles Bedding, Sacks, etc., with their respective status and destinations.

Table with columns: Articles, Marked, Destination. Lists various items like Sack & Jugs, Sacks, etc., with their respective status and destinations.

The Good Roads Special.

A train of twelve cars, to be known as "The Good Roads Special," is to be sent out from Washington on the lines of the Southern Railroad about November 1 to stop at ten or twelve of the chief cities reached by the system and aid organizing good roads associations. The tour will end about January 1, and will include the following municipalities: Danville, Va., October 29; Raleigh, N. C., November 7, and 8; Asheville, N. C., November 12 and 13; Columbia, S. C., November 18 and 19; Greenville, S. C., November 20 to 23; Atlanta, Ga., November 25 to 29; Birmingham, Ala., November 30 to December 4; Montgomery, Ala., December 5 to 10; Mobile, Ala., December 11 to 14; Chattanooga, Tenn., November 12 to 19; Knoxville, Tenn., December 22. This itinerary is subject to change—possibly in the substitution of either Greensboro or Salisbury, N. C., for Raleigh or Asheville—but will otherwise be fulfilled practically as given. The train will carry a full equipment of road-making machinery and a party of eighteen persons, all skilled in the manufacture of good dirt and macadam roads. It is the third such train to be organized through the efforts of the National Good Roads Association—one having been sent along the route of the Illinois Central from April to July, and a second having traversed the district between Chicago and Buffalo along the routes of the Lake Shore route and the New York Central. Everywhere the meetings have been widely attended and have produced permanent organizations determined to better the country roads of the section concerned.

The tour of the South is largely the outcome of the convention of good roads workers held at the Pan-American Exposition from September 16 to September 21. The delegates who attended that meeting represented over 110,000 members of the national association, forty States and four foreign countries and letters were received from over 6,000 persons who favored the good roads movement. The Southern Railroad sent delegates on the ground that 99 per cent of all agricultural products intended for rail shipment must be carted to the railroads over ordinary dirt roads. From the organization of the system President Spencer, of the Southern has been a consistent advocate of improved wagon ways throughout all the country traversed by Southern tracks.

Mr. Martin Dodge, director of the office of public road inquiries in the agricultural department, and M. O. Eldridge his assistant with Mr. W. H. Moore, president of the National Good Roads Association, will have charge of the "good roads special." Under their direction fourteen road experts, Mr. R. W. Richardson, secretary of the National Association, and several clerks, will undertake to organize in each of the cities named a permanent good roads association. To this end they will confer with the mayor and city council of each city and the officers of its commercial organizations, arrange that a suitable hall shall be hired and obtain the use of ten or twelve teams, as many men and a sufficient supply of crushed stone to construct a length of good road as a sample. When the train arrives the engineers will begin at once to build about a mile of dirt road with the teams, men and materials furnished by the locality. They will then surface or macadamize as much of that road as their time will permit. When the practicability of the movement has been thus manifested the mayor and commercial organizations will unite in a call for a public meeting to organize an association. In some cities on the two other routes these meetings have been attended by from 4,000 to 6,000 persons, representing a district 100 miles square. The view given them of roads in the course of construction, the demonstration that good roads can be easily provided for the funds now spent on poor roads, and the co-operation of the many commercial interests represented at these public meetings have never failed to stimulate a most profitable interest in the movement.—Washington Star.

The financial public has become accustomed to unfavorable annual reports of industrial companies. In regard to the American Bicycle Company, there was, moreover, no expectation of favorable results. The showing made by that corporation for the year ending August 1 serves, however, to indicate how completely the "boom" which a few years ago reigned in the bicycle manufacturing trade has collapsed. The company in question was a combination of bicycle manufacturing plants formed at a time when the craze in that connection had by no means subsided and when high prices for the product enabled the promoters of the enterprise to capitalize it at extravagantly high figures. The figures of the statement show that during the year just ended the net profits were but \$850,000, as against \$855,000 in the ten months ending August 1, 1900, while the surplus of the company is given as \$856,000, against \$1,968,000 last year, providing by indicating a decrease of over \$1,000,000. It may be stated that the management has with great propriety entered on a policy of concentration, involving the abandonment of unprofitable factories, while the facilities of the company are being largely devoted to the manufacture of automobiles, thus affording a prospect of more profitable results in the future.—Bradstreets.

Mexico City, Oct. 17.—The president has nominated as minister extraordinary to the British court Alfonso Lancaster Jones, who is a descendant of a Welsh family and familiar with the English language. Minister Jones is a lawyer of distinction and a close personal friend of the president.

A Deep Mystery.

It is a mystery why women endure Backache Headache, Nervousness, Sleeplessness, Melancholy, Fainting and Dizzy Spells when thousands have proved that Electric Bitters will quickly cure such troubles. "I suffered for years with kidney trouble," writes Mrs. Fhebe Cherley, of Peterson, Ia., "and a lame back pained me so I could not dress myself, but Electric Bitters wholly cured me, and, although 73 years old, I now am able to do all my household work." It overcomes constipation, improves appetite, gives perfect health. Only 50c at J. W. DeLorme's drug store.

ATLANTIC COAST LINE RAILROAD COMPANY, C. G. ROWLAND, Agent. Sumter, S. C., October 16, 1901.