THE OBSERVER.

FAYETTEVILLE, N. C.

WEDNESDAY, DEC. 28, 1910.

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PUBLISHED BY THE FAYETTEVILLE OBSERVER COMPANY: E. J. HALE, PRESIDENT.

A STATE HIGHWAY DEPARTMENT

Dr. Pratt, State Geologist, sends us the following interesting literature connected with the important subject of Good Roads, now stirring the people of North Carolina:

Chapel Hill, N. C., Dec. 20, 1910.

During the past two years there has been aroused in North Carolina a great deal of enthusiasm for good roads and the "building of good roads" has practically become a State-wide slogan; but, if this enthusiasm is to fructify into results, it is absolutely essential for the State and counties to take the steps necessary to put road building on a practical basis. To do this the State should bear her part by furnishing well-trained, competent road engineers to assist each county in the proper location of its roads in giving advice as to the best and most economical road for the county to build, and in supervising, as far as possible the actual construction of these roads. The county's part of course is to furnish the money for actual construction, but this money can be made to go further and accomplish more by being expended in accordance with the advice and instructions of a State road engineer, an official whose sole idea will be to get the best results for the least expenditure, uninfluenced by individual prejudice or interest.

This method of co-operation between State and county is being practiced in Maryland, Virginia, Georgia and Kentucky, and nearly all the northern states, where it has accomplished and is accomplishing splendid results, and, if North Carolina is to hold her own as the foremost pioneer in road construction among the Southern States, or even to keep abreast of the times, she will have to get in line and inaugurate what has been proven to be the best and most effective method of co-operation between State and county in the building up of their common interests through the construction of good roads into every section of every county of the State. The following suggested legislation for the creation of a State Highway Department has been worked out by the Survey, after reviewing the laws of other States where the plan has proved so effective, and is herewith submitted to the people of North Carolina for their thoughtful consideration:

Suggested Legislation for Creating a State Highway Department.

The General Assembly of North Carolina do enact:

Section 1. There is herewith created a State Highway Department which shall consist of a State Highway Commission and a State Highway engineer. The Highway Commission shall consist of the State Geologist who shall be chairman of the Commission, a professor of Civil Engineering in the University of North Carolina to be selected by the president of said University, a professor of Civil Engineering in the North Carolina College of Agriculture and Mechanical Arts to be selected by the president of said College, and two civilians to be appointed by the Governor within thirty days after the passage of this Act, who shall hold office for four years and until their successors are appointed unless removed for cause. The members of the Commission shall receive their actual expenses while attending the meetings of the Commission. All vacancies in the membership of said Commission shall be filled in the same manner as is prescribed for the original appointments.

Sec. 2. As soon as practicable after the passage of this Act, the said State Highway Commission shall appoint a competent Civil Engineer who is experienced in highway construction and maintenance as State Highway Engineer. He shall hold office for a term of four years and until his successor is appointed unless removed for cause by the said State Highway Commission. The State Highway Engineer shall execute and file with the Secretary of State a bond to the people of the State in the sum of $5,000.00 with securities to be approved by the State Highway Commission conditioned for the faithful performance of his duties. The State Highway Engineer may appoint such assistant engineers, clerks, and other assistants as may be necessary to the proper conduct of the work of said Commission by and with the advice and consent of the said Commission, whose compensation shall be determined by the Highway Commission.

Sec. 3. The object and purpose of this Commission shall be to instruct, assist and co-operate in the building and improving of the public roads under the direction of the State Highway Engineer of such counties and townships of the State of North Carolina as shall comply with the provisions of this Act. The Highway Commission may make inquiries in regard to systems of road building and management throughout the United States, and make investigations and experiments in regard to the best method of road making and the best kinds of road material and prepare, publish and distribute bulletins and reports on the subject. The said Highway Commission shall hold meetings at such times and for such purposes as they may deem essential to the proper carrying out of the provisions of this Act. The State Highway Commission shall make biennial report to the Legislature of the work of the State Highway Department.

Sec. 4.—The State Highway Engineer shall ahve charge of all the records of the State Highway Department; shall keep a record of all proceedings and orders pertaining to the business of his office and of the department; and shall keep on file copies of all plans, specifications and estimates prepared by his office. He shall cause to be made and kept by the State Highway Department a general highway plan of the State; and shall collect information and compile statistics relative to the mileage, character and condition of the highways and bridges in the different counties of the State, and shall, within one year from the passage and approval of this Act prepare a map of such of the main highways in the State as, in his judgment, are of sufficient importance to be designated as a system of trunk or state roads to be improved and maintained at the cost of the State, and report same to the State Highway Commission for submission to the Legislature for adoption as a proposed system of trunk or state roads, which, if adopted, or as adopted by the Legislature, shall be improved as soon thereafter as possible, under such provisions as the Legislature may enact therefor. He shall investigate and determine the methods of road construction best adapted to the various sections of the State, and shall establish standards for the construction and maintenance of highways in the various counties, giving due regard to the topography, natural conditions, character and availibility of road building material and the ability of the counties to meet their portion of the cost of building and maintaining roads under the provisions of this Act. He may at all reasonable times be consulted by county or township officers having authority over highways and bridges, relative to any question involving such highways and bridges, and he may, in like manner, call on such county or township officials for any information or assistance as they may render in the performance of his duties with reference to the highways and bridges within their county or township officials to supply such information when called upon for same by the said State Highway Engineer. He shall determine the character and have general supervision of the construction and repair of all roads improved under the provisions of this Act. He shall report all the proceedings of his office to the State Highway Commission at such time and place as they may designate.

Sec. 5.— In order to obtain the benefits of this Act, the County Commissioners in any county in this State may, at any time by resolution, request the Highway Commission that an public road or section of road, located within said county, being at east one mile in length, or, being less than one mile in length, if an extension or connection with some permanently improved or paved street, or permanently improved highway of approved construction, be improved by the construction of a macadamized road, o ra telford or other stone road, or a road constructed of gravel, brick or other suitable material, in such manner that the same, of whatever material constructed, shall, with reasonable repairs thereto, at all seasons of the year, be firm, smooth and convenient for travel; or whenever a road or section or improvement thereof is petitioned for by the owners of fifty one per cent of the lineal feet a ong road, or a telford or other stone road, he Board of County Commissioners o cause such roads to be improved under this Act, it shall be the duty of such board to make request of the Highway Commission; if, after viewing such road, said Board of County Commissioners shall decide the improvement of such road to be just and to the best interest of the public, subject to the conditions as hereinafter provided. When more roads are applied for than can be constructed, in one year, the Board of County Commissioners and Highway Engineer shall have power and authority to select from the roads petitioned for and the ones first to be constructed, having first regard to the most important roads and the distribution of the benefits of this Act to all parts of the county.

Sec. 6. The Highway Engineer shall, upon receipt of any such application, investigate and determine whether the highway or section thereof sought to be improved is of sufficient public importance to come within the purposes of this Act, taking into account the use, location and value of such highway or section thereof for the purpose of common traffic and traveling and after such investigation, shall certify his approval or disapproval of such application. If he shall disapprove such application, he shall certify his reasons therefor to the Board of County Commissioners making the application.

Sec. 7 If the Highway Engineer shall approve of such application, he shall cause the highway or section thereof, therein described, to be mapped both in outline and profile. He shall indicate how much of such highway or section thereof may be improved by deviation from or alteration of the existing lines whenever it shall be deemed of advantage to obtain a shorter or more direct road without lessening its usefulness; or whenever such deviation or alteration is of advantage by reason of lessened gradients, and shall cause plans and specifications of such highway or section thereof to be made for telford, macadam or gravel roadway, or other suitable construction, taking into consideration the climate and soil, and the material to be had in the vicinity thereof, and the extent and nature of the traffic likely to be upon the highway, specifying in his judgment the kind of road a wise economy demands. The improved or permanent roadway of all highways so improved shall not be less than eight nor more than sixteen feet in width, unless for special reasons to be stated by such Highway Engineer it is required that it shall be of greater width. All highways improved under the provisions of this Act shall conform to the standard of construction established by the State Highway Department.

Sec. 8. Upon the completion of such maps, plans and specifications of a proposed improvement, the State Highway Engineer shall cause an estimate to be made of the cost of construction of the same, and transmit the same to the Board of County Commissioners from which such resolution proceeded, together with a certified copy of such maps, plans and specifications ,and of his certificate of the approval of the highway or section thereof so designated as aforesaid.

Sec. 9. After the receipt thereof upon a majority vote of such Board of County Commissioners, it may adopt adopt a resolution that such highway or section thereof so approved shall be constructed under the provisions of this Act, or of any existing Act, and thereupon shall transmit a certified copy of such resolution to the State Highway Engineer.

Sec. 10. In case such proposed highway shall deviate from the existing highway, the officials making application must provide for securing the requisite right of way by condemnation proceedings or otherwise, prior to the actual commencement of the work of improvement, and shall secure release from damage to property by reason of change of grade.

Sec. 11. That upon receipt of the application and certified copy of the resolution provided in Section 7, the State Highway Engineer shall advertise for bids for two successive weeks in one newspaper of general circulation, published in the county in which the road is to be built, according to said plans and specifications, which shall be on file at the County Commissioner's office, and shall award such contract to the lowest responsible bidder, subject, however, to the approval of the County Commissioners. No contract shall be awarded at a greater sum than the estimate provided for in Section 8. Provided, That when bids are received such improvement, they shall be sealed bids and shall be protected with such other regulations as may be imposed by the County Commissioners, necessary to secure fair bids. But if no bid otherwise acceptable be made within such estimate, such Highway Engineer may amend his estimate, certify the same to the Board of County Commissioners, and, upon the adoption by it of a resolution as provided in Section 5, based on such amended estimate, proceed anew to obtain bids and award the contract as herein provided. Said County Commissioners may reject any and all bids, and, before entering into any contract for such construction, shall require a bond with sufficient sureties, or by a surety company of recognized standing, conditioned that if the proposal shall be accepted the party thereto will perform the work upon the terms proposed and within the time prescribed and in accordance with the plans and specifications, and as a bond of indemnity against any direct or indirect damage that shall be suffered or claimed during the construction of such road and until the same is accepted. The State of North Carolina shall in no case be liable for any damages suffered.

Sec. 12. Upon the completion of any highways rebuilt or improved under the provisions of this Act, the Highway Engineer shall immediately ascertain the total cost and expense of the same and apportionment of the total cost and expense between the State and the county, and the Highway Engineer shall certify the total expense of said improvement to the County Commissioners, signifying the amounts contracted to be borne by the State and county.

Sec. 13. One-fourth of the cost and expense of the construction thereof shall be paid by the Treasurer of the State of North Carolina, on the warrant of the State Auditor issued upon requisition of the State Highway Engineer, approved by the Chairman of the North Carolina Highway Commission, out of any specific appropriations made to carry out the provisions of this Act, and three-fourths of the cost and expense thereof shall be a county charge in the first instance and shall be paid by the Treasurer of the county in which such highway or sections thereof is located, upon the order of the County Commissioners upon requisition of the State Highway Engineer out of any funds in the County Treasury for the construction of improved highways under the provisions of this Act: Provided, That not more than five thousand dollars shall be paid by the State for highway construction work in any one county in a single year.

Sec. 14. No money shall be advanced by the State of North Carolina or by the County Commissioners in payment of the cost and expense of construction provided herein except as the work of actual construction progresses, to be paid upon estimates made by the engineer in charge of the work, and in no case shall the payment or payments of the State of North Carolina and the County Commissioners made thus prior to the completion of the work be in excess of eighty per centum of the value of the work performed, and in all cases twenty per centum must be held until the completion of the work, according to the plans and specifications, and every county or township availing itself of the provisions of this Act shall, because of having accepted such State aid, contract and bind itself to maintain and keep said road in good and efficient repair, for the free use of the public.

Sec. 15. Every contract authorized to be made by the State Highway Commission, under the provisions of this Act, shall be made in the name of the State of North Carolina, shall be signed by the Highway Engineer and attested by the Chairman of the Highway Commission, and must be approved by the Board of County Commissioners for the county in which the improvement is to be made: Provided further, That no contract for any highway improvement shall be let by the State Highway Commission, nor shall any work be authorized under the provisions of this Act, until the written agreement of the County Commissioners of the county in which the proposed improvement is to be made, agreeing to assume their respective share of the cost thereof, as hereinbefore provided, shall be on file in the office of the State Highway Department, and shall have been approved as to form and legality by the Attorney-General.

Sec. 16. The improvement of roads under the provisions of this Act shall be taken up and carried forward in the respective counties of the State, as far as practicable, in the order of the date of receipt of the application therefor, from the supervisors of the respective counties, or as the State Highway Commission may determine; but no county shall be entitled to receive state aid as provided in this Act unless and until it shall first be made to appear to the State Highway Engineer that the money with which to meet the proportion of said expenses to be borne by the county is either already in the hands of the County Treasurer, or will be so in hand, and immediately available upon the completion and acceptance of said work of improvement.

Sec. 17. No state highway shall be dug or otherwise used for laying pipe lines, sewers, poles, wires, or railways, or for other purposes, without the written permit of the State Highway Engineer, and then only in accordance with the regulations prescribed by said engineer; and all such work shall be under the supervision and to the satisfaction of said engineer, and all the cost of replacing the highway in as good condition as previous to its being disturbed shall be paid by the persons to whom, or in whose behalf, such permit was given, or by the person by whom the work was done. In case of immediate necessity therefor, a city or town may dig up in such state highway without such permit from said engineer; provided, that in such cases, such highway shall be forthwith replaced in as good condition as before, at the expense of such city or town. And any one violating this section shall be guilty of a misdemeanor, and shall, upon conviction, be fined or imprisoned in the discretion of the court.

Sec. 18. The State Highway Engineer, with the approval of the State Highway Commission, may purchase for the State all rock crushers, steam rollers and other road machinery, tools and implements that may be needed for the purposes of this Act, and such machinery shall be managed and used under the direction of said engineer, who shall employ competent men to operate and keep them in repair. Said engineer may purchase all necessary materials and supplies and incur such other expense as may be necessary in the operation, maintenance and transportation of all such road machinery, tools and implements. Upon the application of the Board of Commissioners of any county, said State Highway Engineer may furnish such road machinery, when convenient and practicable, for use in building or repairing any road or roads in such county, all expenses incurred thereby to be borne by said county.

Sec. 19. In all cases of a highway constructed under the provisions of this Act, the right of way, which shall be at least forty feet in width, therefor shall be acquired by the county either by donation by the owners of the land through which such highway shall pass, or by agreement between such owners and the supervisor of such county, or through the exercise by the County Board of Commissioners of the power of eminent domain, in the same manner as provided for acquiring property for other public uses, and the entire cost of such right of way shall be paid by the county.

Any person who may consider himself aggrieved by such determination may, upon petition filed in the Circuit Court of the county in which said highway lies, within six months after the completion of said highway or alteration there of, have said damages determined by a jury in the same manner as damages which have been sustained by the taking of land for other public purposes. Any such damage as may be awarded shall be paid by the county, and the State shall not be in any way liable for such damages.

Sec. 20. The said State Highway Engineer shall have authority to employ any and all labor necessary to carry out the provisions of this Act, and shall pay such labor the reasonable and customary price per day for the class of work performed. The said State Highway Engineer, in order to facilitate the carrying out of the provisions of this Act, shall also have authority, with the concurrence and approval of the Board of Directors of the State's Prison, to use for highway work, all convict labor, which may be available, without prejudice to work on the State farms or other public works of the State on which such convict labor is used, said convicts to be worked under the rules and regulations, and subject to the guardianship and supervision of the said Board of Directors of the State's Prison.

Sec. 21. In order to provide funds for carrying out the provisions of this Act, the Auditor of the State is hereby authorized, in addition to the levy for general State purposes, to levy an annual tax of one-fourth of one mill on every dollar of taxable property in the State, which shall be collected as other State taxes are collected, and paid into the State Treasury, and there held as a "State Highway Fund" for the exclusive uses and purposes of this Act; also any moneys accruing from the licensing or registration of automobiles, or other vehicles using the public roads within the State, over and above the necessary expenses incident to such licensing or registration, including salaries of necessary officers and assistants for same, shall be paid into the State Treasury and applied to the said "State Highway Fund" to be used in the construction and maintenance of such roads as the State Highway Commission may determine. Any portion of said State highway fund unexpended at the expiration of any fiscal year, shall remain in said fund and be available for apportionment and expenditure during succeeding fiscal years.

Sec. 22. The term "State Highway" as used in this Act, shall be construed to include all highways constructed under the provisions of this Act and all such highways heretofore constructed to which the aid of the State has been extended.

Sec. 23. All acts or parts of acts in conflict with the provisions of this act are hereby repealed.

Sec. 24. This Act shall be in force from and after its ratification.

THE PRESIDENT ALLAYS THE FRIGHT CAUSED BY THE WASHINGTON WAR SCARE.

Says a Washington telegram:

President Taft, addressing the closing banquet tonight of the American Society for Judicial Sentdlement of International Disputes, allayed "the so-called war scare which has furnished material for the newspapers during the last few days."

He declared "there is not the slightest reason for such a sensation because we are at peace with all the nations of the world and are quite likely to remain so."

He said his purpose in outlining the preparedness of the United States for war "at a peace meeting" was to show by contrast the great worthiness of the movement for a permanent court of arbitral justice and universal peace.

Urges Preparation.

The president summarized the condition of the national defenses and urged that a policy of "wise military preparation" be pursued. He emphasized the fact that the American people never would consent to the maintenance of a standing army sufficient to cope with that of the greater powers. He urged the retention of the present regular army, the improvement of the national militia, the passage of the pending volunteer bill to go into operation should war be declared, and the passage of a law now before congress providing for an additional force of officers, "who will be able in times of peace to render efficient service in drilling the militia of the States," and finally the accumulation of guns and ammunition, "to equip and arm the force we could collect under our colors in an emergency."

Urges International Court.

President Taft asserted that the best method of ultimately securing disarmament among the nations was the establishment of an international court and the development of a code of international equity.

Mr. Taft then argued in support of the fortification of the Panama canal. It was built partly as a military work, he said, and America should take steps to defend it, as authorized by treaties. He thought neutralizing it would be an insufficient guaranty of safety.

The president said the United States had excellent coast defenses for every important harbor, that an enemy would enter. He summarized the preparedness of the country for war by saying:

"We probably ought to see to it that we have ammunition and guns enough for ready use in case of emergency. We have a small but very efficient army. We have a militia of about 125,000 men. The army is so constituted that we could enlarge it from a skeleton organization into a much larger body. We ought to have more traned officers to furnish the teachers to a larger body of men than war might require us to enlist.

Won't Stand For It.

"The people of this country will never consent to the maintenance of a standing army which military experts will pronounce sufficiently large to cope in battle with the standing armies of the greater powers, should they get by our navy, avoid our harbor defenses and descend upon our coast. If this leaves us in a position of helplessness, then so be it, for those who understand the popular will in this country know that it can not be otherwise."

In deprecating the idea of a war scare the president said that "a little more forethought, a little more attention to the matter on the part of congress, and we shall have all of the army and all of the munitions and material of war that we ought to have, a republic situated as we are, 3,000 miles on the one hand and 5,000 miles on the other, from the source of hostile invasion.

Praises Carnegie Fund.

"I congratulate this association on the recent foundation of Mr. Carnegie by which, under the wise guidance of Elihu Root, Mr. Knox and their associates, an annual income of $500,000 is to be expended in a movement to secure permanent peace. The wide discretion given to the trustees and their own ability, foresight and common sense, insure the usefulness of the gift."

Speaking of the achievements in the past of courts of arbitration, President Taft said:

"If now we can put through a positive agreement with some great nation to abide the adjudication of an international arbitral court in every issue which can not be settled by negotiation, no matter what it involves, whether honor, territory or money, we shall make a long step forward by demonstrating that it is possible for two nations, at least, to establish as between themselves the same system of due process of law that exists between individuals under a government."

CLOSE OF THE CONTEST.

The Tour-of-Europe Contest, which for seven weeks has held the interest of the readers of the Observer and aroused the endeavors of the people of this entire section of North Carolina, is now concluded and with the results the Observer is thoroughly well pleased. To the Observer the contest has been a decided benefit, as we believe it has also been to the contestants including those who did not win. Of those who won there is no doubt. We intend to see to it that the successful ones have everything that can make the European tour one of enjoyment and intellectual profit, and that the six weeks they spend as the guests of the Observer, shall be a bright memory all their lives.

We desire to express appreciation for the satisfactory manner in which the National Circulation Company, of Columbus, Ohio, and its representative, Mr. James C. Briggs have conducted the contest. As the representative of his company Mr. Briggs has displayed exceptional ability, patience and diplomacy at all times, and, we believe, leaves with the respect and confidence of every one of the contestants. Absolute fairness characterized his every effort and not only the contestants, but their army of friends as well, are thoroughly satisfied that it was wholly free from favoritism.

It is our earnest hope that those candidates who did not reach a fulfillment of their ambition will not accept their defeat too seriously, or permit themselves to feel their disappointment too keenly. There must of necessity be winners and losers all along the pathway of life, and none of us are to get through it without receiving a hard knock now and then. There will be other disappointments to face, and by bravely enduring them we harden ourselves to withstanding them. All the world loves a cheerful loser.

The winners are elated over the rare good fortune which has come as the result of earnest effort, and those of the contestants less fortunate, in not being the winners, are satisfied that they were beaten in an open fight and will rejoice in the splendid efforts made in their behalf by their friends.

Five Killed and Forty Injured in Collision.

By telegraph to Observer.

Upper Samndusky, Ohio, Dec. 24.—Five persons were killed and one mortally hurt in a head-on collision between two passenger trains on the Pennsylvania Railroad near here today. More than forty were injured. Both engines were derailed. One train was blocked by a freight. The train had stopped at the station for orders, and an another crashed into it at full speed.

ATLANTIC COAST LINE RAILROAD COMPANY.

Auction Sale of Unclaimed Freight.

Fayetteville, N. C., Dec. 17th, 1910.

By direction of the Freight Claim Agent, I will sell at Public Auction, Tuesday, January 17th, 1911, at the "Old Hoss" Warehouse in Fayetteville, for Freight and other charges, the following listed freight; also a very large quantity of unlocated goods of various kinds. Goods sold without guarantee of quantity, quality or value. Sale will commence at 10 o'clock A. M. 90 pieces unclaimed baggage will be disposed of at same time.

TERMS CASH, AT TIME OF SALE.

J. A. HUSKE, Route Agent.

SERIES O—ARTICLES.	CONSIGNEE.	DESTINATION.
5220—1 Bl. Floor Sweepings,	——,	——,
5222—1 Bx T. Ware,	Latta D. G. Co.,	Latta, S. C.
5240—Bale Sweepings,	——,	Ft. Myers, Fla.
5242—1 Bl. Mt. Bottles,	Latta D. G. Co.,	Latta, S. C.
5247—2 Ct. Desks,	——,	Hartsville, S. C.
5247—1 Chair	J. W. G.,	Walterboro, S.C.
5272—1 Brl. Paint,	J. W. G.,	Walterboro, S. C.
5272—1-2 Bl. Paint,	T. H. Stephenson,	Morven, N. C.
5273—2 Cs. Drugs,	T. H. Stephenson,	Morven, N. C.
5274—1 Cs. Drugs,	W. B. McK.,	Savannah, Ga.
5275—1 Cs. Drugs,	J. Chartman,	Patterson, Ga.
5280—3 Crt. Bottles,	J. C. Hartman,	Patterson, Ga.
5281—9 Crt. Bottles,	A. Bot. Works,	Ahoskey, N. C.
5282—1 Brl. Notions,	A. Bot. Works,	Ahoskey, N. C.
5282—1 Cs. E-Ware,	Mrs. L. Vaughn,	Ahoskey, N. C.
5283—1 Brl. E-Ware,	Mrs. L. Vaughn,	Ahoskey, N. C.
5283—1 Ct. Ware,	Mrs. C. Vaughan,	Ahoskey, N. C.
5289—1 Deck,	Mrs. C. Vaughn,	Ahoskey. N. C.
5297—10 Cads Tobacco,	W. F. Foscure,	Maysville, N. C.
5302—1 Bx. Seed,	J. D. Hamer,	Dillon, S. C.
5304—1 Bdl. Paper,	W. H. Davis,	Goldsboro, N. C.
5307—1 Velocipede,	J. D. Rice,	Goldsboro, N. C.
5324—1 Brl. E Ware,	Mrs. R. Lucas,	Walterboro, S. C.
5324—1 Crt. E-Ware,	Mrs. I. Snider,	Elloree, S. C.
5339—1 Sew Mche.,	Mrs. I. Snider,	Elloree, S. C.
5339—1 R. Chair,	M. C. Allen,	Suffolk, Va.
5339—2 Chairs,	M. C. Allen,	Suffolk, Va.
5339—1 Bx. H. H. Goods,	M. C. Allen,	Suffolk, Va.
5339—1 Bd. I Beddg.,	M. C. Allen,	Suffolk, Va.
5339—2 Pcs. Bed End,	M. C. Allen,	Suffolk, Va.
5339—1 Bdl. B. Rail,	M. C. Allen,	Suffolk, Va.
5362—1 Show Case,	F. L. Buggem,	Gourdines, S. C.
5371—1 Bx Drugs,	——,	Williamston, N. C.
5376—1 Bx. Bath Parts,	W. H. Byrd,	Smithfield, N. C.
5394—2 Rl. W. Fence,	O-N J. Wood,	Benson, N. C.
5400—1 Bx. Cot. Grader,	J. D. Boyken,	Benson, N. C.
5401—10 Cook Stoves,	Hall Hdw. Co.,	Benson, N. C.
5401—4 Bdl. Parts,	Hall Hdw. Co.,	Benson, N. C.
5402—4 Pl. S. Food,	R. T. Hudson,	Benson, N. C.
5403—5 Pl. S. Food,	W. A. Parnell,	Benson, N. C.
5417—2 Boxes Drugs,	J. H. Parker,	Gates, N. C.
5420—1 Bx. Staty,	Bank of Gates,	Gates, N. C.
5424—1 Boiler,	Heyman Sup. Co.,	Washington, N. C.
5430—5 Pl. S. Food,	Jessie King,	Sumner, Ga.
5431—1 Buggy and Parts,	O-N A. Smith & Bro.,	Plymouth, N. C.
5431—1 Pr. Shafts,	O-N. A. Smith & Bro.,	Plymouth, N. C.
5433—5 Pl. S. Food,	A. Massingill,	Benson, N. C.
5434—1 Bdl. Whips,	S. W. McLamb,	Benson, N. C.
5437—2 Brl. Phos.,	J. D. Dove,	Chadbourn, N. C.
5437—1 Bx. Faucets,	J. D. Dove,	Chadbourn, N. C.
5438—1 Bx. Fans,	W. H. Hender,	Chadbourn, N. C.
5460—1 Cabinet,	R. W. Jenkins,	Fair Bluff, N. C.
5460—3 Cs. Drugs,	R. W. Jenkins,	Fair Bluff, N. C.
5473—4 Iron Wheels,	——,	Wilmington, N. C.
5474—1 Cs. Drugs,	O. M. Hall,	Roseboro, N. C.
5489—5 Pl. S. Food,	R. J. Pigford,	Wallace. N. C.
5495—2 Doors,	S. S. & B. Co.,	Sanford, N. C.
5496—1 Crt. Table,	——,	Abbeville, Ala.
5537—25 Bags, Fertz.,	R. R. Cotton,	Washington, N. C.
5569—3 Bx. Marble,	E. E. Edwards,	Everetts, N. C.
5675—1 Brl. Notions,	W. F. Farrow,	Washington, N. C.
5576—1 Cc. Groc.	H. B. Goldestein,	Washington, N. C.
5576—1 Bx. G. Ware,	H. B. Goldestein,	Washington, N. C.
5577—1 Bx A. Matter,	B. D. Co.,	Washington, N. C.
5578—1 Brl. E-Ware,	M. M. Austin,	Washington, N. C.
5679—4 Ct. Tables,	Jeff. F. Co.,	Washington, N. C.
5580—1 Bdl. Books,	Spence Bro.,	Washington, N. C.
5581—1 Pa. Signs,	W. G. Miller,	Weldon, N. C.
5581—2 Pa. A Matter,	W. G. Miller,	Weldon, N. C.
5584—1 Cs. A. Matter,	C. Speer,	Dillon, S. C.
5584—1 Cs. Clenser,	C. Speer,	Dillon, S. C.
5588—2 Fertz. Dist.,	T. W. Berry,	Wedgefield, S. C.
5588—1 Weeder,	T. W. Berry,	Wedgefield, S. C.
5589—1 Sx. C. Seed,	S. McCord,	Wedgefield, S. C.
5602—2 Ct. Marble,	M. J. Scott,	Fair Bluff, N. C.
5621—6 Sx. Cement,	Jboro B. Co.,	Jonesboro, N. C.
5625—1 Bdl. Tables,	O-N R. J. Southerland,	Mt. Olive, N. C.
5625—2 Crt. Tables,	O-N R. J. Southerland,	Mt. Olive, N. C.
5626—1 Fertz. Dist.,	J. Davis,	Mt. Olive, N. C.
5627—2 Bx. Vaseline,	Aarons Pharmacy,	Mt. Olive, N. C.
5628—1 Bdl, Bedg.,	W. R. Folkstone,	Mt. Olive, N. C.
5631—1 Cs. Drugs,	A. H. McEachern,	Fairmont, N. C.
5638—1 Bx. H. Mchy.,	Sanford Cge. Co.,	Sanford, Fla.
5656—1 Sew Mche,	——,	Proctorville, N. C.
5664—1 Bx. Hdw,	W. B. McNeill,	New Berline, N. C.
5664—1 Bdl. B. Ends,	W. B. McNeill,	New Berline, N. C.
5664—1 Bdl. B. Rails,	W. B. McNeill,	New Berline, N. C.
5664—1 Brl. Notions,	W. B. McNeill,	New Berline, N. C.
5665—5 Pl. S. Food,	R. C. Applewhite,	New Berline, N. C.
5668—5 Pl. S. Food,	H. J. McRae,	Clio, S. C.
5670—1 Ct. O. Tank,	Jule Smith,	Clio, S. C.
5670—1 Bx. T-Ware,	Jule Smith,	Clio, S. C.
5672—1 Bl. Mattress,	Battle T. Co.,	Clio, S. C.
5690—2 bx. A. Matter,	A. E. Ward,	Smithfield, N. C.
5691—1 Bx Mdse,	A. T. Applewhite,	Smithfield, N. C.
5708—1 Bdl Sash,	J. R. Manning,	Robersonville, N. C.
5713—4 Brl. Phosphate,	H. O. Clark,	Spout Springs, N. C.
5717—1 Brl. G. Ale,	N. S. & Bro.,	Rocky Mount, N. C.
5718—1 Bx Clo.	P. McGowan,	Rocky Mount, N. C.
5723—1 Organ,	——,	New Bern. N. C.

SERIES O—ARTICLES.	CONSIGNEE.	DESTINATION.
5724—7 Bx. Drugs,	L. J. Moore,	New Bern, N. C.,
5727—1 Brl G-Ware,	L. Brimston,	New Berne, N. C.
1 Crt E-Ware,	L. Brimston,	New Bern, N. C.
5729—1 Cs. Drugs,	C. D. Evans,	Greenville, N. C.
5730—4 Bx. Drugs,	C. D. Evans,	Greenville, N. C.
2 Bx. Powd.,	C. D. Evans,	Greenville, N. C.
5766—1 Bdl. Rockers,	——,	Savannah, Ga.
5767—1 Crt. E-Ware,	C. P. Co.,	Blackshear, Ga.
5769—5 Pl. S. Food,	O. Reilly,	Tampa, Fla.
1 Bx. S. Food,	O. Reilly,	Tampa, Fla.
5778—1 Show Case,	J. W. Grifford,	Jarrett, Va.
5789—6 Plow Std.,	R. S. Hdw. Co.,	Red Springs, N. C.
1 Bdl. Beams,	R. S. Hdw. Co.,	Red Springs, N. C.
1 Bdl. Hdls,	R. S. Hdw. Co.,	Red Springs, N. C.
1 Bdl. Cstg.,	R. S. Hdw. Co.,	Red Springs, N. C.
5971—1 Cult. Frame,	R. S. Trade Co.,	Red Springs, N. C.
1 Bx. Hardware,	R. S. Trade Co.,	Red Springs, N. C.
1 Pole,	R. S. Trade Co.,	Red Springs, N. C.
2 Wheels,	R. S. Trade Co.,	Red Springs, N. C.
1 Bdl. Fixt. and Rod,	R. S. Trade Co.,	Red Springs, N. C.
5792—1 Bx Drugs,	R. A. Buie,	Red Springs, N. C.
5793—1 Crt. Furn.,	L. M. Cook,	Red Springs, N. C.
5795—1 Bdl. B. Rails,	T. Smith,	Lumber Bridge, N. C.
5801—1 Cs. Cigars,	——,	Petersburg, Va.
5807—1 Bdl. Whips,	W. P. Garrett,	Fo kstone, N. C.
5812—1 Cook Stove,	——,	Alcolu, S. C.
5830—2 Boxes Drugs,	I. E. Woolard,	Scotland Neck, N. C.
1 Can L. Dressing,	L. E. Woolard,	Scotland Neck, N. C.
5841—1 Forge & Parts,	——,	Crystal River, Fla.
5846—1 Keg Syrup,	G. Bottling Works,	Greenville, N. C.
1 Box A. Matter,	G. Bottling Works,	Greenville, N. C.
5847—1 Case Hosiery,	J. W. Scott & Co.,	Greenville, N. C.
5848—1 Cpg. Wheel,	B. P. Cobb,	Greenville, N. C.
5859—4 Bundles Pipe,	——,	Lake Waccamaw, N. C.
1 Bundle Fittings,	——,	Lake Waccamaw, N. C.
5867—2 Boxes Scales,	A. M. Tolar,	Rennert, N. C.
1 Scale Box,	A. M. Tolar,	Rennert, N. C.
5868—1 Box Books,	W. F. McDonald,	Rennert, N. C.
5883—1 Table and legs,	W. M. Crasy,	Bolton, N. C.
1 Pa. Pillows,	W. M. Crasy,	Bolton, N. C.
5885—3 Boxes Drugs,	J. A. Hawks,	Garys, N. C.
2 Boxes Coffee,	J. A. Hawks,	Garys, N. C.
5886—1 Box A. Matter,	A. G. Allen,	Plymouth, N. C.
5904—20 Bags A. Lime,	B. F. Kentz,	Atkinson, N. C.
5906—5 Boxes S. Food,	R. McNeill,	Buie, N. C.
5914—5 Pl. S. Food,	H. P. Corbett,	Mt. Tabor, N. C.
5915—9 Cases B. Powder,	C. L. Seals,	Mt. Tabor, N. C.
5931—2 Rockers,	A. Row,	Goldsboro, N. C.
5932—1 Barrel Vinegar,	Pittman Bros.,	Goldsboro, N. C.
5933—1 Case Ink,	Nash Bros.,	Goldsboro, N. C.
5940—1 Can E. Oil,	T. Buell,	Wallace, N. C.
5944—1 Rl. Paper,	——,	Greenville, N. C.
5945—4 Cases D. Cleanser,	T. C. Speer,	Greenville, N. C.
5946—1 Bdl. A. Matter,	T. C. Speer,	Greenville, N. C.
5947—3 Ct. Wagons,	——,	Savannah, Ga.
5965—5 Pails S. Food,	S. McArthur,	Pembroke, N. C.
5966—5 Pails S. Food,	S. O. Smith,	Warsaw, N. C.
5968—1 G. Door,	C. Hdw. Co.,	Clinton, N. C.
5969—1 Box E. Doms,	Geo. E. Butler,	Clinton, N. C.
5975—1 Box Hats,	——,	Pactolus, N. C.
5977—1 Bx. E. Ware,	Mike Buie,	Pembroke, N. C.
5980—8 Cases Shoes,	——,	Richmond, Va.
5990—1 Box E. Ware,	A. Buie,	Pembroke, N. C.
5991—1 Box Cky.,	F. Carter,	Pembroke, N. C.
5992—3 Boxes Drugs,	D. C. Calder,	Pembroke, N. C.
5998—1 Ct. Marble,	——,	Greenville, N. C.
5999—1 Table,	J. G. Pittman,	Tarboro, N. C.
1 Bdl. Rugs,	J. G. Pittman,	Tarboro, N. C.
6001—1 Bdl. T. Wagons,	C. M. Dancy,	Tarboro, N. C.
6003—1 Brl. Phosphate,	J. C. S.,	Wilmington, N. C.
6004—1 Box Saddlery,	N. B. M.,	Wilmington, N. C.
6005—1 Box E. Ware,	M. O. C. Sons,	Wilmington, N. C.

ATLANTIC COAST LINE RAILROAD CO.

Dec. 17th, 1910.

Auction Sale of Unclaimed Baggage.

By direction of the General Passenger Agent, I will sell at Public Auction on Tuesday, January 17th, 1911, at the Atlantic Coast Line "Ole Hoss" Warehouse in Fayetteville, about 90 pieces of unclaimed baggage.

J. A. HUSKE, Route Agent.

Just A Plain Business Question

In pre