JAPS ARE COMING; INVADING TEXAS

(Continued from first page.)

averaging only 113 acres, with a valuation of $56 per acre, or $6,375 per farm.

The Japanese in Texas as a group have brought more wealth into this country than they have sent out. Very few of them have made large sums of money, and the major part that has been made has been returned to the farm in the way of improvements and live stock. In this way they are increasing their investments in this country. Comparing this group of people with other foreigners, the Japanese are found to be far superior to any other colonists in the South as far as land owned and heavily capitalized farm enterprises are concerned.

Standard of Living.

The clothing worn by the Japanese men and women is not unlike that of their American neighbors, except that sandals instead of shoes are worn in field work and are left outside the kitchen door while the wearer is within.

On the farms purchased by the Japanese the houses were already built, and the Japanese have done little to improve them. As a whole they are more inclined to repair and build new barns and warehouses than they are to repair or improve their own homes. The majority of the houses are poorly kept, and dirt and confusion are everywhere apparent. Many of the houses are inhabited by men only, and the absence of women may in a measure account for this lack of good housekeeping. But even in some of the houses where the housewife is found the same conditions exist, leading to the impression that the Japanese are not more orderly or efficient homemakers than some of the South European immigrants.

The houses are provided with very little furniture, boxes being used in many instances in place of chairs. Cheap iron beds are sometimes seen, but a large number of Orientals sleep on wooden bunks covered with a thin mattress of rice straw.

Rice cooked in various forms with fresh and dried fish forms the principal food. The settlers do not appear to be hearty eaters, and their dietaries vary very little from day to day. In many cases the men do the cooking, and the condition of the kitchens in which they work is very unsanitary.

On the rice plantation the woman's work is in the home. There she has charge of the kitchen, and provides meals for ten, fifteen or more men working on the farm. On the truck farms where women are found they aid materially in the cultivation of the garden crops, helping their husbands to weed, cultivate and harvest the vegetables. The group of Japanese in Texas is so small and of such recent origin that the children have not reached the age where they can be called upon to aid in work. Malaria affects the Japanese who live in the low rice districts. They are very susceptible to this disease, which is practically the only ailment that affects them.

The Japanese seem to be very fond of travel; many have taken trips through the United States, and every year two or three heads of families journey back to Japan for two or three months, returning possibly with their wives and children. In practically all the houses are seen copies of American newspapers and magazines, besides Japanese publications.

Opportunities for Employment.

On all the farms operated by Japanese, Japanese labor so far as possible is employed. During harvest Americans are also hired, who work side by side with the Japanese. On some of the large farms Americans are employed as engineers, having under their supervision all of the farm machinery. At first the Japanese hired Americans exclusively to do the mechanical work. Each American thus employed was given a Japanese helper, who constantly watched every movement to learn all he could from observation and by questioning the American. In most cases, after the American had been employed for a year or so he was discharged and his Japanese helper took his place.

As farm laborers the Japanese are considered very hardy, diligent workers, and, as before stated, Japanese farmers almost invariably employ men of their own nationality where this is possible. When other help is necessary Americans are hired. Sometimes during the busy season in the rice fields Japanese from Colorado and New Mexico come to Texas and assist in the harvesting of the rice. The rate of pay of Japanese farm hands varies. Many of them work for $10 to $20 a month and their board and room. Those who are working for this small wage are usually young men who have been in this country but a year or so, and who want to secure a good working knowledge of the crops and the manner in which they are grown in this country? When the Americans are hired on the farm they receive the prevailing rate of wages in the locality in which they are employed, generally ranging from $1.25 to $1.50 per day, without board.

Social Life.

The Japanese farmers in Texas appear to have very little time for social diversions. They are constantly at work to improve their farms, and are so few in number that they have no opportunity to form any social organizations of their own, and very seldom participate in the amusements organized by the natives.

The Japanese are not found in large or isolated colonies. The largest group is near Webster, running down into the small town of League City. Undoubtedly, the Japanese gather there because the first Japanese settler that came to the district raised rice with such success that reports of his ability spread and his fellow-countrymen began to move in. This is the only community where segregation can be said to have taken place. Of course, the farms in the rice district are so large that they permit very little close neighborly association, but on the whole the Japanese are willing to mingle with their neighbors to learn American ways and adopt American customs.

Throughout the localities in which the Japanese have settled very little race prejudice against them has been manifested. Practically none of the Americans foster any prejudice, and it is said that the Japanese remain so quietly by themselves that were it not for their industry in improving their farms the neighbors would not know of their existence.

Churches and Schools.

In Texas the Japanese have no separate church, owing to their isolation from each other and their small numbers. Frequently they attend the local churches near their farms. There they mingle with the Americans. On account of the preponderance of single men and the great distance of the farms, generally, from town, educational conditions cannot be characterized as favorable. In fact, in a number of places no educational facilities seem to be available. In two localities where the Japanese are prospering the owners of the farms have secured private tutors to instruct their children in reading writing and English. On the other farms the children seem to pick up such learning as they can, but the number of children is so small that there is very little possibility of establishing public schools at present.

On some of the farms the Japanese maintain their own stores, selling groceries and clothing to the Japanese help that they employ, thus bringing on to the rice farms the same commissary arrangement that is found on the large cotton plantations. Occasionally they sell groceries to American neighbors.

Effect of the Settlement.

Wherever the Japanese have settled on farms they have made many additions and improvements. They have cleared the ditches, built new canals, repaired fences, and their buildings do not as a whole present the same tumbled-down appearance frequently observed in other immigrant agricultural settlements. Most of the farms owned by Japanese have, however, been in their possession only three or four years. With the strict enforcement of the immigration laws there will be very little migration from Japan to the Texas fields. Increased numbers of Japanese may come from the farming localities of Colorado and California, but as a rule those who come into Texas will necessarily be the richer class if they desire to be independent farmers, for the land that is suitable for raising rice is comparatively high in price, and the capital outlay necessary for equipping a rice farm is frequently several thousand dollars.

Rice Planters.

The largest rice farm owned by a Japanese is located in Terry, Tex., ten miles west of Beaumont. The owner of the farm came to this locality in 1907, after having served in the Japanese army and seen service in the Japanese-Russian War. The farm contains 3,500 acres, and includes warehouses, tenant houses, irrigation canals, ditches and wells, and is well stocked with farm implements. This farm was purchased for $72,000. On the farm there are thirty-two men, five women and four children. Altogether, 1,600 acres of rice are harvested annually, bearing 15,753 sacks of rice, which sell for about $47,000. The proprietor rents 1,400 acres of his land to Japanese tenants, they paying him one-half the rice crop for the use of the land, water and seed. During the time of harvest many Americans are employed as drivers of wagons and wherever help is needed in threshing.

The Japanese rice farm which ranks second in size is located at Mackey, Wharton county, seven miles from Wharton, the county seat. The owner of this property came there from Webster, Texas, in January, 1907, and bought 2,224 acres of land at $35 an acre, agreeing to pay for the land in ten equal instalments, with interest at 7 per cent. on the unpaid principal. There are now living on this plantation seventeen men, six women and twelve children, seven of the children having been born in America. The proprietor of this farm rents a large number of acres to his tenants, receiving two-fifths of the crop as rent; the landlord furnishes the land, the water necessary for the cultivation of the crop and the tenant houses.

The Japanese rice farm third in size is ten miles from Beaumont, in the town of Fannett. The proprietor of this farm was a banker and wealthy land owner in Japan. Having heard of the wonderful opportunities offered for rice culture in Southern Texas, he decided to come to America and try life as a rice farmer. He settled in Fannett in the year 1905, purchasing 1,731 acres of land at a cost of $35,000. He has no tenants, and manages the farm himself, working all of it by means of farm laborers. There are employed on his land four Japanese besides himself, the rest of the work being done by Americans and negroes.

The largest group of Japanese rice growers is situated in Webster. Three rice farms, with a total of 1,857 acres, are owned, and two are rented, with a total of 850 acres. Sixty-six men, eight women and two children live there. This is the largest settlement of Japanese in the State, but the farms are widely scattered.

Truck Farms.

The Japanese truck farms near Houston and League City may be mentioned as illustrative of general conditions. The four farms owned by the truckers average twenty-nine acres in area and the four that are rented forty each. They cultivate less than ten acres each, and practice the most intensive methods of culture; no space is wasted, and every inch of ground that they have in cultivation is made to produce something. This is a characteristic for which the Americans praise the Japanese. The vegetables they sell are always cleaner, fresher and more attractive in appearance than those placed on the market by the ordinary farmer. They raise all kinds of vegetables, furnishing lettuce, cabbage, radishes, potatoes, corn and other staples to the inhabitants of Houston. The Japanese, however, usually want to be rice farmers, and the trucking industry is but one of the stepping-stones to a rice farm.

The two orange farms owned by the Japanese in Texas are located in League City, and comprise thirty-six and forty acres respectively. About half the land in each case has been planted to oranges, but as these orchards have been planted only four years the results cannot be predicted. Judging from the success that the Americans have had with their orchards it seems reasonable to believe that the Japanese attempts will be profitable also.

Nursery Products.

Like the orange orchards, the commercial nurseries are recent innovations in the localities in which they are established. One of the nurseries is located at Mission, Hidagio county. Mission is in the central part of the county, in the midst of newly opened land, made serviceable by building irrigation canals and pumping water into them from the Rio Grande, thus supplying water to large tracts of land that have hitherto been useless for agriculture. The proprietor came to the locality April 20, 1909, and took options on 1,200 acres at $12 per acre; he also secured rights on twenty acres of land nearer town for $100 per acre. None of this land was available for agriculture until water had been secured, so he rented 400 acres of land at $8 per acre per year, including the price of water. The proprietor of this tract proposes to organize a stock company with a capital of $100,000, to be laid out in buying and improving more land and building irrigation ditches. If the plans work out successfully one of the most extensive nursery projects in the South will be established.

In Alvin is located the main nursery area of the Alvin Japanese Nursery, a company composed of two Japanese. They own 162 acres in Alvin and thirteen acres near the city limits of Houston. At Alvin they grow all their stock, making a specialty of orange and fig trees. In Houston they have an office and display ground. The orange and fig trees are sold both to the wholesale and the retail trade. The nursery was started only four years ago, yet they now have seventy-five acres in fruit trees. By having an office in Houston it saves their customers from an extra trip to Alvin to inspect the stock and their orange groves.

The orange grown most extensively is the Satsuma, introduced into this country from Japan several years ago. The fruit is well received in the market. That raised in Texas is said to be superior in size, of much better quality, and of earlier maturity than that raised in California.

It is hard to say what will be the outcome of the nursery industry that has been started by the Japanese, as the orchards are just in their infancy, but those who have knowledge of such crops and have taken care to inspect the work done by the Japanese say that they have made a successful start. The nurserymen sell their products throughout the State, shipping the young fruit stock wherever it is ordered, and in the course of time a well-established business seems assured.

Houston is the centre of the Japanese in Texas, and there is located a representative of the Japanese Industrial Company, who has his headquarters in San Francisco. This man helps the Japanese when they come to Houston either to sell or buy goods. No co-operative marketing has developed among these people, yet having a sort of a sales agent, as it were, permits the Japanese to secure better prices than they would if left to their own resources.

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A strictly modern house, fronting on three streets, in the heart of beautiful Richmond. Rooms fronting every way.

FAMOUS SOY BEAN GOOD IN VIRGINIA

Man Who Has Experience Tells How Best to Grow the Valuable Bean.

A Virginia writer in the Inland Farmer tells an inquirer how to plant and grow the soy bean, and as he speaks from his own successful experience, I am going to use his wisdom. I am sorry he did not sign his name to his letter. He says:

"To make a grain crop or seed to sell, the soy bean should be seeded as early in May as possible, as they take quite a long period to mature. On the other hand, if only desired to cut for hay or grazing for hogs any time during the month of June will do, but, of course, the earlier the better. As to planting, if you desire them to mature to form seed to sell or for your own use, it is best to plant in rows about two or two and half feet apart, and the beans dropped or drilled anywhere from four to eight inches apart in the row. The peanut planter can be used for this work, which will plant them most any distance desired; as we always plant Spanish peanuts from four to eight inches apart and anywhere from one to three in a hill. Planted in rows as stated above, allows frequent cultivation, which results in better seed. For hay or grazing sown broadcast is generally found best, but not quite so thickly as you would the cowpea, as they grow larger or more bunchy-like.

"It is the idea of a good many that they produce a hay far superior to the cowpea hay, as it has a more strengthening or nutritive value, and is also much easier to cure. Soy beans are nearly (if not equally) as valuable for improving the soil as the cowpea, when not allowed to form seed. Some sow both of the above crops together, and state that they make excellent feed or hay in this way. But I don't approve of this, as the soy bean requires a longer period for growth over the cowpea; hence, the best results from both cannot possibly be obtained. Or at least that is my idea, as I have never tried or experienced it. To secure the best results from the soy bean it should be grown in fairly fertile soil, and sown early in May, after a thorough preparation of the soil has been made. They require very little fertilizer of any kind, provided the soil is in good state of fertility. But if not, it should have sown on it broadcast before the seed is planted from 200 to 300 pounds of acid phosphate per acre and this well worked into soil. I trust this article contains the information the reader desires, and may also be beneficial on helpful to some others the coming season."

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For six months of every year our plant runs largely on de Luxe editions of College Annuals and College and Resort Booklets and Catalogues, the kind that reach the highest mark in the engraving, printing and binding arts, where quality and the results secured are the only considerations.

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LYNCHBURG, VA.

BIG WORK ON B. & O.

Grafton, W. Va., April 27.—In a statement recently made by President Willard, of the Baltimore and Ohio Railway, it seems that he expects the improvements under way between this city and Cumberland Gap will so limber up the road as to justify the confident conclusion that the interest on the 500,000,000 the work is to cost will be earned and additional revenue brought into the company's treasury.

The improvements will make possible the handling of 1,200 loaded freight cars easily and promptly where formerly 800 was the greatest number. They mean a third track from Grafton to Brunswick, Md., to care for all slow moving business, leaving the other two tracks free from interference with fast freight and passenger trains. The length of line on which the improvements have been made, or are under way, is almost 100 miles. In addition to taking out curves grades have been reduced. Here in Grafton large assembling yards have been established at a cost of about $2,000,000, and freight congestion will be less likely. It will be possible to promptly make up eight or ten trains. One new double-track tunnel has been provided, which almost parallel one in use. The latter is to take care of the third track and westbound business on account of its easy grade.

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Open June 1st to October 1st. Climate unsurpassed. Commanding magnificent view of beautiful Shenandoah Valley Basic lithia water. For information address MRS. J. E. PORTER, Basic City, Va., proprietor.

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Famous Chalybeate, Magnesia and Sulphur Waters. 2,000 feet elevation. Climate delightful. Opens June 15th. Until June 8th address N. W. BOLLING, 217 Hanover Street, Annapolis, Md.

ANNOUNCEMENT.
Massanetta Springs' New Brick Hotel Opens June 1, 1912. Thoroughly modern. Accommodations for 300 guests. Early reservation advised.
Booklets, rate cards, etc., upon application. Address
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Railroads

Chesapeake & Ohio Railway

7:40 A.—Local—Daily—Newport News.
8:29 A.—Local—Daily—Ch'ville. Ex. Sun. Hanover.
10:00 A.—Express—Daily—Norfolk, Old Point.
10:00 A.—Local—Daily—Lehigh., Lex. C. Forge
*2:00 P.—Express—Daily—Cin., L'ville.
11:00 P.—Express—Daily—Norfolk, N. News.
5:00 P.—Local—Daily—N. News, Old Point.
3:15 P.—Local—Daily—Gordonsville.
6:10 P.—Local—Ex. Sun.—Lehigh, Natural Bridge, Clifton Forge.
*3:35 P.—Limited—Daily—Cincinnati, Chicago.
*11:00 P.—Express—Daily—Cincinnati, L'ville. *Sleepers. †Parlor Cars.

TRAINS ARRIVE RICHMOND—Local from East: 8:10 A. M., 7:50 P. M. Through from East: 11:20 A. M., 6:30 P. M. Local from West: 8:00 A. M., 9:55 A. M. and 7:15 P. M. Through: 8:00 A. M., 2:35 P. M. and 3:20 P. M. James River Line: **8:35 A. M., 6:45 P. M. **Daily except Sunday.

Atlantic Coast Line

The Standard Railroad of the South.
EFFECTIVE APRIL 8th, 1912.
TRAINS LEAVE RICHMOND DAILY.
For Florida and South: 8:15 A. M. and 7:00 P. M. 1:00 A. M.
For Norfolk: 9:00 A. M., 3:00 P. M., 4:10 P. M.
For N. & W. Ry. West: 6:15 A. M., 10:00 A. M., 3:00 P. M., 9:20 P. M.
For Petersburg: 1:00 A. M., 6:15 A. M., 8:15 A. M., 9:00 A. M., 10:00 A. M., 3:00 P. M., 4:10 P. M., 6:05 P. M., 7:00 P. M., 9:20 P. M., 11:45 P. M.
For Goldsboro and Fayetteville: *4:10 P.M.
Trains arrive Richmond daily: 3:35 A. M., 6:40 A. M., 8:35 A. M., *8:37 A. M., **10:45 A. M., 11:40 A. M., *2:00 P. M. **1:40 P. M., 6:05 P. M., 6:25 P. M., 8:00 P. M., 9:00 P. M., 11:30 P. M.
*Except Sunday. **Sunday only.
Time of arrival and departure and connections not guaranteed.
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Richmond & Petersburg Electric Railway

Cars leave Manchester, Seventh and Perry Streets, for Petersburg:
*6, 7, 8, *9, 10, 11, *12 A. M., 1, 2, *3, 4, 5, **5:45, *6, 7, 8, *9, 10 P. M.
11:00 P. M., for Chester, 12:00 midnight for Petersburg.
Cars leave Petersburg, foot of Sycamore Street, for Manchester:
†5:15, 6:35, **7:15, *7:35, 8:37, 9:35, *10:35, 11:35 A. M.; 12:35, *1:35, 2:35, 3:35, *4:35, 5:35, 6:35, *7:35, 8:35, 9:35, *10:40, 11:40 P. M.
†Daily, except Sundays and holidays.
*Carries baggage and express.
**Limited, except Sundays and holidays.
All cars from Petersburg connect with cars for Richmond.

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Trains Leave Richmond.
N. B.—Following schedule figures published as information and not guaranteed:
For the South—Daily: 6:10 A. M. Local. 10:45 A. M. Express. 6:00 P. M. Express, with electric lighted Sleeping Car for Atlanta and Birmingham. 11:45 P. M. Express. Week Days: 3:00 P. M. Local.
YORK RIVER LINE.
4:30 P. M.—Daily.—Connecting for Baltimore Mon. Wed. and Friday. 6:00 A. M.—Ex-Sun. and 2:15 P. M.—Mon., Wed. and Friday—Local.
Trains Arrive Richmond.
From the South: 8:50 A. M., 8:40 A. M., 2:00 P. M., 8:05 P. M. daily; 12:55 Ex. Sun. From West Point: 9:30 A. M. daily, 11:35 A. M., Mon., Wed. and Fri., 4:25 P. M. Ex. Sun.
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907 E Main St. Phone Madison 282.

RICHMOND AND CHESPEAKE BAY RAILWAY COMPANY.

Schedule of electric trains to and from Ashland, stopping at intermediate stations upon signals: Lv. Richmond (Broad and Laurel Sts.): *6:05, *7:10, 8:10, 9:10, **10:10, 11:10 A. M.; 1:10, 2:10, 3:10, b4:10, 5:10, 6:20, 7:30, b8:10, 10:10, 11:45 P. M. Lv. Ashland: *5:35, b7:00, 8:00, b9:00, 10:00; **11:00 A. M., *12:00 M., **1:00, 2:00, 3:00, 4:00, b5:00, 6:00, 7:00, 8:00, b9:00, 11:00 P. M.
*Daily, except Sunday. **Sunday only. bCarries baggage.

Railroads

Richmond, Fredericksb'g & Potomac R. R.

TO AND FROM WASHINGTON AND BEYOND.

Leave Richmond	Arrive Richmond
*5.20 A.M. Byrd St. Sta.	*7.50 A.M. Byrd St. Sta.
*8.00 A.M. Main St. Sta.	‡11.25 A.M. Elba Station.
*8.40 A.M. Byrd St. Sta.	†11.35 A.M. Byrd St. Sta.
*9.10 A.M. Byrd St. Sta.	*1.12 P.M. Main St. Sta.
*3.28 A.M. Main St. Sta.	*2.50 P.M. Byrd St. Sta.
*12.01 noon Byrd St. Sta.	*6.17 P.M. Main St. Sta.
‡2.00 P.M. Byrd St. Sta.	*6.50 P.M. Byrd St. Sta.
‡3.50 P.M. Byrd St. Sta.	‡7.15 P.M. Byrd St. Sta.
‡4.15 P.M. Elba Station.	*9.10 P.M. Byrd St. Sta.
*5.15 P.M. Main St. Sta.	*11.17 P.M. Main St. Sta.
*8.20 P.M. Byrd St. Sta.	*12.50 night Byrd St. Sta.

ACCOMMODATION TRAINS—WEEKDAYS.
Leave Byrd St. Sta. 4.00 P. M. for Fredericksburg.
Leave Elba Sta. 7.45 A. M., 6.30 P. M. for Ashland.
Arrive Byrd St. Sta. 8.25 A.M. from Fredericksb'g.
Arrive Elba Sta. 6.30 A.M., 5.30 P.M. from Ashland.

*Daily. †Weekdays. ‡Sundays only.
All trains to or from Byrd Street Station stop at Elba. Time of arrivals and departures not guaranteed. Read the signs.

Norfolk & Western Railway

ONLY ALL RAIL LINE TO NORFOLK.
Schedule in Effect January 1, 1912.
Leave Byrd Street Station, Richmond, FOR NORFOLK: *9:00 A. M., *4:10 P. M.; FOR LYNCHBURG AND THE WEST: *6:15 A. M., *10:00 A. M., *3:00 P. M., *9:20 P. M.
Arrive Richmond from Norfolk: *11:10 A. M., *5:35 P. M., *11:20 P. M. From the West: *6:40 A. M., *2:00 P. M., b11:40 P. M., *5:05 P. M., *9:00 P. M.
•Daily. aDaily ex. Sunday. bSunday only.
W. B. BEVILL, G. P. A., Roanoke. C. H. BOSLEY, D. P. A., Richmond.

SEABOARD AIR LINE.
Southbound trains scheduled to leave Richmond daily: 3:05 A. M.—Local to Norlina. 1:30 P. M.—Sleepers and coaches, Atlanta, Birmingham, Savannah, Jacksonville. 6:25 P. M.—Sleepers and coaches, Jacksonville. 11:55 P. M.—Sleepers and coaches, Atlanta, Birmingham, Memphis. Northbound trains scheduled to arrive in Richmond daily: 7:50 A. M., 9:20 A. M., 3:05 P. M., 5:40 P. M., Local.

Summer Vacation Tour

Low Rates to Pacific Coast.
Grand Canyon, Riverside, Los Angeles, Santa Barbara, San Francisco, Ogden, Yellowstone National Park, Salt Lake, American Rockies, Colorado Springs, the Garden of the Gods, and Denver, the Queen City of the West. Rate, $340.00. Includes First-Class R. R. Transportation, Pullman Sleeping Car and Hotel Accommodations, including Meals, Automobile Trips and Carriage Drives as shown in the itinerary. Call for programme. "ASK MR. BOWMAN," Tourist Agent.

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Steamers Norfolk to Boston daily, except Thursday; to Providence, Monday, Wednesday and Saturday, 6 P. M. Through tickets on sale to principal points.
Fine steamers, excellent service, low fares. Wireless telegraph. Send for booklet.
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OLD DOMINION LINE.
Lv. Richmond foot of Ash St. daily, 7:00 P. M.
Leave Newport News.....6:00 A. M.
Arrive Norfolk.....6:00 A. M.
Connects with main line steamers leaving Norfolk for New York daily, except Sunday, 7:00 P. M. Connections also made by N. & W. Ry. 3 P. M. and C. & O. Ry. at 4 P. M. Night line steamers stop at Claremont to land or receive passengers on signal, and will be met by public conveyance.
VIRGINIA NAVIGATION CO.—(Effective March 11).—James River by daylight for Norfolk and Old Point, Newport News and all James River landings. Steamer leaves Monday, Wednesday and Friday at 6:30 A. M. Freight received for all James River landings. 'Phone Madison 176.
Main Ticket Office, 821 E. Main Street.

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