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FRIDAY, SEPTEMBER 2, 1910

Parties leaving town should not fail to let the News follow them daily with the news of Washington fresh and crisp. It will prove a valuable companion, reading to you like a letter from home.

All articles sent to The News for publication must be signed by the writer, otherwise they will not be published.

SOUTHERN IMMIGRATION

(Charlotte Observer)

The best set in the drama of the nation's events will be a flood of immigration into the South not only from the North and middle West, but from the countries of Europe, especially those bordering on the Baltic and north seas.

Enquiry at the legations of Norway, Sweden and Denmark elicits the fact that the representatives of these countries are making special efforts to head their immigrating efforts into the country south of the Ohio and Potomac east of the Mississippi. These foreign ministers have gotten busy on the matter and are seeking all information regarding special advantages offered immigrants in the different localities of the South, especially in the states along the South Atlantic seaboard.

The immigration into the South from Europe has of late years been upon the increase.

While the foreign settlers for the last months ending May 1910, were in the United States, there came into the United States from the same source less than 400,000. In the same period last year, the United States absorbed only 1,300,000. Maryland with one-fifth the area of Virginia had 500,000 of them.

The small District of Columbia is about five by 10 miles in area receiving as many immigrants, practically as the combined states of North Carolina, South Carolina, Georgia and Tennessee.

Now all this is going to be changed if the Southern States will co-operate with the efforts of the foreign representatives here in turning the tide in their direction.

The class of immigrants to be thus obtained are of the most desirable type, the sturdy, hard-working, law-abiding men of north Europe. These men, when settled on the present waste lands of the South, will not only make good citizens from the start but will help to open a broad new field for the cultivation of staples and fruits.

It is at the present time that the most important factor in the immigration of the South will be the fact that Georgia and Florida by several prominent companies are homes for the expected immigration and in the Southern states farther north there are movements of like character taking place. Association of fruit growers in many of the states are calling attention through various advertising channels to the advantages offered to settlers, especially to the class of immigrants referred to in the cultivation of orchards and vines.

The Scandinavian makes the best of farmers, not being too enthusiastic in the beginning to have his hopes blighted by the first set back in the way of drought or frost.

The Dutchman is of the same character and the Dane is first cousin to the Dutchman. These people do not bother themselves with anarchy and kindred disturbing subjects but address themselves directly to the task of improving to the limit the farms they are settled on.

WHAT WILL BE THE COST?

Is it not about time that the board of aldermen or improvement committee were advising the people of the cost of paving sidewalks?

Some might be able to get it done cheaper than the price charged by the city.

Let the proper authorities issue a statement as to the cost so that the citizens may make arrangements to have the work done if they so desire.

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EUROPEAN PLAN. S. L. RHOOT, Manager.

NORFOLK SOUTHERN RAILROAD. New Short Line Through Eastern North Carolina via Raleigh-Norfolk—Schedule in Effect August 15th.

North and East Bound. No. 6, daily, "Night Express," Pullman Sleeping Cars, leaves Washington 1:50 a. m., arrives Norfolk 7 a. m.

South and West Bound. No. 5, daily, "Midnight Express," Sleeping Cars, leaves Washington at 2:55 a. m., arrives Wilson 5:20 a. m., Raleigh 7:30 a. m.

No. 12, daily except Sunday, leaves Washington 7 a. m., arrives Greenville 7:51 a. m., Wilson 9:15 a. m., Raleigh 11:20 a. m.

No. 53, daily except Sunday, leaves Washington 10:07 a. m., arrives at New Bern 11:35 a. m.

No. 1, daily, leaves Washington at 3:10 p. m., arrives New Bern 4:35 p. m., Beaufort 7:05 p. m., Goldsboro 9 p. m.

No. 11, daily except Sunday, leaves Washington 3:20 p. m., arrives at Greenville 4:14 p. m., Wilson 5:31 p. m., Raleigh 7:25 p. m.

N. B.—Above schedule figures published as information only, and not guaranteed.

For particulars apply to any ticket agent or T. B. Myers, agent, Washington, D. C.

General Passenger Agent: W. W. CROXTON, Asst. Gen'l Passenger Agt., Norfolk, Va.

NORFOLK SOUTHERN RAILROAD. New and Attractive Trail Service Between Raleigh, N. C., and Washington, N. C.

Beginning August 15th the Norfolk Southern Railroad will place another passenger train in service between Raleigh and Washington via Greenville and Wilson, making 3 passenger trains each way every week day.

NEW SCHEDULE FROM WASHINGTON TO RALEIGH, N. C.

No. 5, daily, "Night Express," leaves Washington 2:55 a. m., Greenville 5:53 a. m., Wilson 5:30 a. m., arrives Raleigh 7:30 a. m.

No. 12, daily except Sunday, leaves Washington 7 a. m., Greenville 7:51 a. m., Wilson 9:15 a. m., arrive Raleigh 11:20 a. m.

No. 11, daily except Sunday, leaves Washington 3:20 p. m., Greenville 4:14 p. m., Wilson 5:31 p. m., arrive Raleigh 7:25 p. m.

FROM RALEIGH TO WASHINGTON AND NEW BERN. No. 12, daily except Sunday, leaves Raleigh at 6:15 a. m., Wilson 8:20 a. m., Greenville 9:40 a. m., arrive at Washington 10:30 a. m., arrive Norfolk 4:05 p. m.

FROM WASHINGTON TO NEW BERN. No. 53, daily except Sunday, leaves Washington 10:07 a. m., arrive New Bern 11:35 a. m.

No. 18, daily except Sunday, leaves Raleigh 3 p. m., Wilson 5 p. m., leave Greenville 6:30 p. m., arrives Washington 7:25 p. m.

No. 6, daily, "Night Express," leaves Raleigh 9 p. m., Wilson 11:15 p. m., Greenville 12:41 a. m., arrives Washington 1:40 a. m., arrives Norfolk 7 a. m.

FROM NEW BERN TO WASHINGTON AND RALEIGH. No. 14, daily except Sunday, leaves New Bern 1:45 p. m., arrives Washington 3 p. m., arrives Raleigh, 7:20 p. m.

BEAUFORT DISTRICT. No. 9, daily, leave Beaufort 4:50 p. m., Morehead City, 5:12 p. m., New Bern 6:50 p. m., Kinston, 8:02 p. m., arrive Goldsboro 9 p. m.

No change in schedule of trains Nos. 7, 8 and 10, between Goldsboro and Beaufort.

No change in schedule of Oriental Branch trains.

No change in schedule of any Northern division trains.

For complete information ask any ticket agent or address H. C. Hudgins, G. P. A., Norfolk, Va.

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