

STOCKS AND BONDS

St. Paul Shows Strength in Wall Street Trading.

INDUSTRIALS COME TO FRONT

Minor Securities, Like in Saturday's Trading, Show Considerable Activity During the Day, but the Close Was Weak to Steady.

(By Associated Press.) NEW YORK, Oct. 23.—Today's stock market continued the speculative movement started the latter part of last week. The market was broad, active and strong and showed itself susceptible to some of the normal influences inseparable from a speculative movement.

The conspicuous feature of the trading was by all odds the prominent part still played by the industrial stocks of the lower grade in the speculation. In the list of gains of one point and upwards on the day's transactions no less than forty of the industrial stocks and specialties will be found to figure.

St. Paul was the first of the railroads to show strength, which was coupled with professed expectation of an early announcement of the supposed project of an extension of the line to the Pacific. The railroad equipment stocks naturally held the foremost place in the extraordinary demand for all kinds of equipment for railroad explains the large degree of the demand for these securities.

The condition of railroad traffic is pronounced to be unprecedented in the experience of the oldest managers. The gradual easing of the money market continued in evidence, both for call loans and time loans.

The taking of profits on the day's rise impaired the gains completely and the closing tone was easy.

Bonds were easy. Total sales par value, \$3,976,000.

United States 2s declined 1-8 on call. Total sales, 1,060,000 shares.

Adams Express 230
Amalgamated Copper 85 1/2
Amer. Car & Foundry 41 1/2
Amer. Car & Foundry pfd 102
Amer. Cotton Oil 33 1/4
Amer. Cotton Oil pfd 94
American Express 225
Amer. Hide & Leather pfd 33 5/8
American Ice 27 3/4
American Lined Oil 18
American Lined Oil pfd 41
American Locomotive 68 3/8
American Locomotive pfd 116 1/2
Amer. Smelting & Refng 120 1/8
Amer. Smelting & Refng pfd 121 5/8
American Sugar Refining 142
American Tobacco, pfd certf 102 1/8
Anaconda Mining Co 119
Atchison 89 1/2
Atchison pfd 104 3/8
Atlantic Coast Line 163 1/2
Baltimore & Ohio 113 1/8
Baltimore & Ohio pfd 96 1/2
Brooklyn Rapid Transit 77 1/8
Canadian Pacific 176
Central of New Jersey 228
Chesapeake & Ohio 57 5/8
Chicago & Alton 35 1/2
Chicago & Alton pfd 76
Chicago Great Western 217 1/8
Chicago & Northwestern 219 1/2
Chi., Mil. & St. Paul 182
Chicago Terminal & Trans. pfd 18
C. C. & St. Louis 98 1/2
Colorado Fuel & Iron 46 3/4
Colorado & Southern 27 7/8
Colorado & Southern 1st pfd 62 1/2
Colorado & Southern 2d pfd 44
Consolidated Gas 185 1/2
Corn Products 15 1/2
Corn Products pfd 55
Delaware & Hudson 228 1/2
Del., Lack. & West 170 7/8
Denver & Rio Grande 34 1/2
Denver & Rio Grande pfd 87 1/2
Distillers' Securities 44 1/2
Erie 49 1/8
Erie 1st pfd 81 3/4
Erie 2d pfd 72 3/4
General Electric 189 1/2
Hocking Valley 90 1/4
Illinois Central 180 1/2
International Paper 22 1/2
International Paper pfd 82 1/4
International Pump 28 1/4
International Pump pfd 82
Iowa Central 29
Iowa Central pfd 58 1/2
Kansas City Southern 26 1/4
Kansas City Southern pfd 55 3/8
Louisville & Nashville 152 1/4
Manhattan L 166
Metropolitan Securities 81 1/8
Metropolitan St. Ry 126 1/4
Mexican Central 25
Min. & St. Louis 80
Min., St. P. & Ste. M. 137
Min., St. P. & S. M. pfd 162
Missouri Pacific 104 1/2
Missouri, Kansas & Texas 33 1/4
Missouri, Kansas & Texas pfd 68
National Lead 47 7/8
National R. R. of Mexico pfd 36 1/4
New York Central 153 3/8
New York, Ontario & West. 54 1/8
Norfolk & Western 87 1/2
Norfolk & Western pfd 92
North American 98
Pacific Mail 48
Pennsylvania 145
People's Gas 105 5/8
Pittsburg, C. C. & St. Louis 58
Pressed Steel Car 52
Pressed Steel Car pfd 100 1/2
Pullman Palace Car 252
Reading 123 3/4
Reading 1st pfd 92 1/2
Reading 2d pfd 97 1/2
Republic Steel 26 1/4
Republic Steel pfd 97
Rock Island Co 32 1/8
Rock Island Co pfd 76 1/8
Rubber Goods 37
Rubber Goods pfd 104
St. L. & San Fran 2d pfd 68 1/2
St. Louis Southwestern 24 1/2
St. Louis Southwestern pfd 68 1/2
Southern Pacific 71 1/2
Southern Pacific pfd 120 1/4
Southern Railway 37
Southern Railway pfd 99 7/8
Tennessee Coal & Iron 89 1/8
Texas & Pacific 35 3/8

Toledo, St. Louis & West 37 1/4
Toledo, St. Louis & West pfd 57 1/4
Union Pacific 134 1/4
Union Pacific pfd 96 1/4
United States Express 122
United States Realty 86
United States Rubber 53 1/2
United States Rubber pfd 110 1/4
United States Steel 38 3/4
United States Steel pfd 105 1/4
Virginia Carolina Chemical 34
Virginia Carolina Chem. pfd 107
Wabash 21 1/4
Wabash pfd 42
Wells Fargo Express 230
Westinghouse Electric 172
Western Union 93 1/4
Wheeling & Lake Erie 17
Wisconsin Central 31 3/4
Wisconsin Central pfd 63 1/4
Northern Pacific 204
Central Leather 46 7/8
Central Leather pfd 104 7/8
Gloss-Sheffield Steel 72

New York Money Market.
NEW YORK, Oct. 23.—Money on call steady, 4 1/2 per cent.; closing bid, 4; offered, 4 1/2. Time money slightly easier, sixty days and ninety days, 5 1/4; six months, 4 1/2.
Prime mercantile paper, 5 1/2 per cent. Sterling exchange firm with actual business in bankers' bills at 486.75@486.50 for demand and at 483.10@483.15 for sixty day bills. Posted rates, 483 1/2@484 and 487@487 1/2. Commercial bills, 482 3/4@7-8. Bar silver, 62 1/2. Mexican dollars, 47 3/4.

Baltimore Produce Market.
BALTIMORE, MD., Oct. 23.—Flour firm, unchanged.
Wheat, farmer, spot contract, 84 1/2@84 3/4; No. 2 Red Western, 86@86 1/4. Southern by sample, 70@81.
Corn spot farmer, Old, 59; new, 56. Southern white, 52@56.
Oats firm; No. 2 mixed, 33 1/2@34. Butter, steady, unchanged; fancy imitation, 19@20; do creamery, 23@24; do ladle, 17@18. Store packed, 14@15.
Eggs steady, unchanged, 24.
Cheese, strong, unchanged, 12 3/4@13.

New York Cotton Market.
NEW YORK, Oct. 23.—Cotton spot closed quiet. Middling uplands, 1050; middling gulf, 1075. Sales, 200 bales. Futures closed steady. October, 109 1/2; November, 102 1/2; December, 102 1/2; January, 103 1/2; February, 104 1/2; March, 105 1/2; April, 106 1/2; May, 106 1/2.

POINTED PARAGRAPHS.

The prudent man opens his eyes and shuts his mouth.
Treat every one as though you expected him to some day be your enemy.

If there is a dog in the manger throw him out. He doesn't belong there.

Are you as active in paying a bill you owe as you are in collecting a bill due you?

If it were not for the fact that most people ask too much indemnity they wouldn't be much use for courts.
You can get up a quarrel, but will you be any better off after you have quarreled so fiercely that peace will be agreeable?

It is a good plan for a woman to occasionally let her husband have his way without giving him a look that will take the pleasant taste out of his glass.

Curiosities About Fish Scales.
The thin, silvery coating of fish scales derives its luster from many minute crystals of lime, mixed with a peculiar substance called "guanine." This coating of silver crystals is very easily rubbed off the scales, and in the case of a European species of carp known as the "bleak" the crystals are so numerous that a metallic pigment, commercially known as "argentine," is made from them. The large globular glass beads, known as "German" or "Roman" pearls, are coated on the inside with this substance. In some species of fish with lusterless scales the silvery lining is found on the inside of the body. A well known example of this is seen in the common smelt.

The Truth About Vanity.
When one comes to think of it, vanity may be defined as an appreciation of the beautiful, which impels us to make ourselves as beautiful as it is possible to be. It appears also an analysis that a desire to make oneself better is a confession of the need of being beautified, so that the girl or the man who flatters may have a less conceit than those who go about content with themselves as they are, ugly, probably, for it so often happens that Providence denying beauty denies also the appreciation of it in other things and persons.—Black and White.

A Letter From Europe.
Mrs. Struckoff—Paw, Emmy writes that the most interesting thing she's seen in the hull trip is the Sphinx; says she just loves it. Mr. Struckoff—Well, you write to Emmy to buy it an' fetch it home with her. Like to see one of them darn things myself!—Brooklyn Life.

His Mission.
Old Mortality was freshening up the illegible inscriptions on the ancient tombstones.
"I merely wish to show," he explained to the curious bystanders, "that there is nothing essentially new in modern fiction."—Chicago Tribune.

His Wife's Will.
"What makes Peck look so worried?" "He's been contesting his wife's will."
"Why, I didn't know his wife was dead."
"That's just it; she isn't."—Cleveland Leader.

He who speaks for any length of time in the presence of others without flattering his hearers awakens their displeasure.—Goethe.

ONE FIEND TOO MANY.

And He Disturbed the Audience Not Less Than the Actors.

Up to the year 1746 there seems to have been no regular and permanent theater in Scotland. In that year the foundation stone of the Canongate theater was laid by Lady Egan of the Covent Garden theater, London. At the prices then customary—viz, 2s. 6d., 1s. 6d. and 1s.—a full house was worth from £60 to £65. On special occasions, such as the benefit of a popular actor, as much as £70 was taken, but only by admitting spectators to the wings and even to the stage itself. Sometimes the stage was so crowded in this way that the actors had not sufficient room to carry out their "business" properly and, if engaged in a duel, had to shorten their lunges for fear of plinking a patron. It is to the credit of Garrick that he was the first to set his face against this abuse and to close the stage door even to a prince of the blood.

Those were days in which every theater led a precarious existence. Actors were barely tolerated. They were legally "vagabonds." Their profession was considered immoral not only by the great bulk of the public, but, in a way, by themselves. A curious illustration of this had been afforded a little while before at a theater in London. In a play called "The Sorcerer" (titles repeat themselves) a dance of fiends was to be performed. They were masked and dressed in the usual manner, with all the diabolical accessories to make them terrible. They were twelve in number. But in the midst of their performance they discovered, to their horror, that a thirteenth had joined himself to them. This was too much for the actors.

Conscious of the fact that they were considered by most men fit candidates for the special attentions of the arch fiend, they fled in all directions before the unwelcome visitor, if haply they might yet escape the destruction which they believed was coming upon them. Owing to this general stampede the supernumerary devil was never unmasked. But when the panic was over it was remembered that there was a thirteenth infernal totem, which might have been assumed for the occasion by some practical joker. At the time, however, the direct interposition of Satan was firmly believed by the actors and the audience. The actors fled; the audience dispersed to carry to their homes the tidings of this terrible affair. And so profoundly did it affect the imagination of some of the spectators that they professed to have seen the intruder fly away through the roof of the theater and to have been themselves almost suffocated by the residuary stench.—London Graphic.

Nicholas.
As a Christian name Nicholas positively came over with the conqueror. He landed in the parish of St. Nicholas, at Pevensey. Domesday book contains only one Nicholas, undesignated as yet by that intrusive asprate, which has also taken undue possession of Antony, though it has dropped out, en revanche, from Hadrian and from Hannah. From the conquest on the Nicholases multiplied and were very abundant. I find the name most frequent in mediaeval documents. Nicholas Breakpear was the only Englishman ever made a pope. Nicholas Ridley was the burned bishop, while Sir Nicholas Bacon was the father of the man who, there is every reason to suppose, did not write "Hamlet," "Macbeth" and "Othello." Nicholas Udall, master of Eton, was the author of "Ralph Roister-Dolster," the first English comedy. In Scotland the name got shortened into Nicol, in which form it was borne by many a "skinless loon" as well as by the immortal Balle Nicol Jarvie. Pope Nicholas V., who founded the Capella Niccolina at the Vatican, gave it a fresh lease of life. But the reformation scotched it. It lingered on awhile in some half-hearted way and received its coup de grace from the grotesque combination of Nicholas Nickleby.—Cornhill Magazine.

Wood Saints in Palestine.
"Wood saints" are peculiarities of modern Palestine. They are described in a book of travel and exploration, "The Jordan Valley and Petra," by Dr. Libbey and Dr. Hoskins. At El Abdjeh, below the sea of Galilee, where the Jordan is fordable, they found their first good specimens of a "wood saint." A couple of straggling trees mark the resting place of some holy Moslem. The grave has made the trees sacred, has given them a new name, "zakireh" (poor), and has rendered them safe from outrage for ages to come. The grave of the holy man and the sacred trees convert the spot into a sort of sanctuary or "safety deposit," and here the superstitious people bring firewood, roof timbers, old doors and windows, agricultural implements, wooden measures and household vessels for safe keeping. They are safer here than they could possibly be under lock and key in their wretched homes. So it comes to pass that these Moslem "wood saints" are altogether an extremely useful fraternity.

The Hapsburgs and the Raven.
The Hapsburgs have a horror of the raven, which, says the London Tatler, has always been a veritable bird of evil to the house. When the Emperor Francis Joseph accepted the Austrian crown a flight of ravens passed over Olmutz and sent a shiver through his supporters. Before the ill-fated Maximilian started for Mexico a raven followed him and his wife through the grounds of their castle of Miramar and fluttered on to the princess's train. When King Alfonso's mother, then an archduchess, left her native country for Spain a raven escorted her to the railway station. More remarkable still, a huge raven flew into the face of the Empress Elizabeth the day before she was murdered at Geneva.

THE GAME OF LIFE.

Your Own Resolution, and Not Fate, Deals the Cards.

Many a man has tried to justify his failure on the ground that he was doomed by the cards which fate dealt him, that he must pick them up and play the game and that no effort, however great, on his part could materially change the result. But, my young friend, the fate that deals your cards is in the main your own resolution. The result of the game does not rest with fate or destiny, but with you. You will take the trick if you have the superior energy, ability and determination requisite to take it. You have the power within yourself to change the value of the cards which, you say, fate has dealt you. The game depends upon your training, upon the way you are disciplined to seize and use your opportunities and upon your ability to put grit in the place of superior advantages.

Just because circumstances do sometimes give clients to lawyers and patients to physicians, put commonplace stergymen in uncommon pulpits and place the sons of the rich at the head of great corporations even when they have only average ability and scarcely any experience, while poor youths with greater ability and more experience often have to fight their way for years to obtain ordinary situations, are you justified in starting out without a chart or in leaving a place for luck in your programme? What would you think of the captain of a great liner who would start out to sea without any port in view and trust to luck to land his precious cargo safely?

Did you ever know of a strong young man making out his life programme and depending upon chance to carry out any part of it? Men who depend upon "luck" do not think it worth while to make a thorough preparation for success. They are not willing to pay the regular price for it. They are looking for bargains. They are hunting for short cuts to success.

Power gravitates to the man who knows how. "Luck is the tide, nothing more. The strong man raves with it if it makes toward his port. He rows against it if it flows the other way."—Success.

48 FOR MEN 49
Private Disease
Cure the most difficult cases in three days. Used by hospitals and clinics. Sold by
J. C. GORSON
505 Washington Ave., Baltimore, Md.
Best by express to weight of order. One box

Prof. G. F. THEEL, 527 North Sixth St.
Philadelphia, Pa. Fully graduated GERMAN Physician from Bremen, 28 years' medical & 12 years' hospital experience in the U. S. The only one to cure "SYPHILITIC GLEET" (Syphilis) without mercury. Guaranteed cure after all other failures. Specialties: Nervous Debility & Lost Vitality restored. Guarantee to cure after all other failures. Book, exposing medical & electric advertising cheat & fraud

LADIES' DR. LAFRANCO'S COMPOUND.
Safe, speedy regulator; cures. Benefits of trial booklet free. DR. LAFRANCO, Philadelphia, Pa.

TRANSPORTATION GUIDE. SEABOARD AND LINES RAILWAY

SHORT LINE TO PRINCIPAL CITIES OF THE SOUTH AND SOUTHWEST, FLORIDA, CUBA, TEXAS, CALIFORNIA AND MEXICO. REACHING THE CAPITALS OF SIX STATES.

Schedule in Effect July 2d, 1905.

Route.	No. 41.	No. 33.
Lv Norfolk (via Ferry)	9:00 a.m.	8:24 p.m.
Lv Portsmouth	9:25 a.m.	8:50 p.m.
Lv Suffolk	9:54 a.m.	9:23 p.m.
Ar Lewiston N. C.	1:00 p.m.	
Lv Weldon	11:55 a.m.	11:30 p.m.
Lv Henderson	2:10 p.m.	1:49 a.m.
Lv Raleigh	4:00 p.m.	3:25 a.m.
Ar Southern Pines	6:16 p.m.	5:38 a.m.
Ar Hamlet	7:30 p.m.	6:45 a.m.
Ar Wilmington		12:45 p.m.
Ar Charlotte	10:45 p.m.	10:00 a.m.
Lv Hamlet	10:15 p.m.	6:45 a.m.
Lv Columbia	12:30 a.m.	10:00 a.m.
Ar Augusta		5:20 p.m.
Ar Savannah	4:45 a.m.	2:20 p.m.
Ar Jacksonville	8:55 a.m.	6:50 p.m.
Ar Tampa	6:35 p.m.	7:35 a.m.
Lv Hamlet, N. C.	10:15 p.m.	7:20 p.m.
Ar Athens	6:03 a.m.	2:22 p.m.
Ar Atlanta	7:40 a.m.	3:40 p.m.
Ar Birmingham		9:25 p.m.
Ar Macon	11:10 a.m.	7:20 p.m.
Ar Montgomery	6:25 p.m.	9:20 p.m.
Ar Mobile		2:55 a.m.
Ar New Orleans		7:15 a.m.
Ar Chattanooga	1:00 p.m.	9:05 p.m.
Ar Nashville	6:55 p.m.	6:40 a.m.
Ar Memphis	8:45 a.m.	3:45 p.m.

Suffolk & Carolina R. R. train en route from Elizabeth City, N. C., and intermediate points arrive Portsmouth 10:15 a. m., daily; returning leaves Portsmouth 4:55 p. m., except Sunday, Sunday, 7:00 p. m. Connections at Jacksonville and Tampa for all Florida East Coast Points, Cuba and Porto Rico. Only line out of Norfolk operating through sleeper to Charlotte, N. C. No. 32 arrives at Portsmouth daily at 8:00 a. m. No. 33 arrives at Portsmouth daily at 5:30 p. m.

J. W. BROWN, JR.
Passenger Agent, cor. Main and Granby Sts., New Atlantic Hotel Bldg., Norfolk, Va.

TRANSPORTATION GUIDE. SOUTHERN RAILWAY.

DOUBLE DAILY SCHEDULE TO ALL POINTS SOUTH AND WEST THROUGH PULLMAN CAR TO CHARLOTTE AND TO FLORIDA WITHOUT CHANGE OF TRAINS.

IN EFFECT JUNE 18, 1905.

Lv. Newport News	7:40 a.m.	5:35 p.m.
C. & O. Ry.		
Ar. Norfolk	8:30 a.m.	6:25 p.m.

9:30 a. m. Daily. Local for Suffolk, Franklin, Emporia, Danville and intermediate stations. Close connections made at Danville with fast through trains carrying Pullman sleeping cars and through coaches to all points South and West.

1:30 a. m. Daily. Local to Clarksville, Oxford, Durham and intermediate stations. Arrive Durham 6:35 p. m.

7:30 p. m. Daily. Fast Express train for all points South and West, carrying through Pullman sleeping car to Asheville. No change of trains to Knoxville, Chattanooga, Nashville and Memphis. Pullman car handled South of Danville on Florida Express, providing in this way through service without change of trains to Columbia, Augusta, Savannah and Florida points.

1:30 p. m. Daily except Sunday, for Durham and intermediate stations. Trains arrive Norfolk 8:35 a. m. and 5:35 p. m.

City Ticket Office, 95 Granby street (Monticello Hotel). STANTON CURTIS, Passenger Agent, Norfolk, Va. W. H. TAYLOR, G. P. A., Washington, D. C.

Merchants' and Miners' Transportation Co.'s Steamship Lines for Boston, Providence and Baltimore.

Leave Newport News, via Norfolk for Boston every Tuesday, Wednesday, Friday and Sunday. Leaves for Providence every Monday, Thursday and Saturday, sailing from Norfolk at 6:00 p. m. Leave Newport News for Baltimore daily, except Tuesday and Wednesday at 6 p. m., connecting for Washington, Philadelphia and New York. Fare to Baltimore, one way, \$3.00; round trip, \$5.00, including stateroom berth. Accommodations and cuisine unequalled.

Freight and passengers taken for all points North and South. Steamers leave Baltimore, foot of Long dock, daily, promptly at 6 p. m. Only line running a Sunday steamer between Newport News and Baltimore. For further information apply to L. C. SAUNDERS, Agent, Newport News, Va. W. P. TURNER, G. P. A. J. C. WHITNEY, A. D. STEBBINS 2d V. P. & T. M. Gen'l Mgr. Norfolk, Va.

NORFOLK & WASHINGTON STEAMSHIP COMPANY.

The new and powerful Iron Palace steamers Newport News, Washington and Norfolk will leave daily as follows:

Route.	No. 41.	No. 33.
Lv Portsmouth, foot of North street		5:00 p.m.
Lv Norfolk, foot of Water street		6:00 p.m.
Lv Old Point Comfort		7:00 p.m.
Arrive in Washington		7:00 a.m.
Arrive in Philadelphia, Penn. R. R.		**16:50 a.m.
Arrive in Philadelphia, B. & O. R. R.		**11:10 a.m.
Arrive in New York, Penn. R. R.		**1:10 a.m.
Arrive in New York, B. & O. R. R.		**1:25 p.m.

SOUTHBOUND.
Lv New York, Penn. R. R. *12:00 p.m.
Lv New York, B. & O. R. R. *1:00 p.m.
Lv Philadelphia, Penn. R. R. *2:12 p.m.
Lv Philadelphia, B. & O. R. R. *2:07 p.m.
Ar Washington, Penn. R. R. *3:10 p.m.
Ar Washington, B. & O. R. R. **6:00 p.m.
Lv Washington Comfort *6:30 p.m.
Ar Old Point Comfort *7:00 a.m.
Ar Norfolk *8:00 a.m.
Ar Portsmouth *8:30 a.m.

*Daily. **Daily, except Sunday. The trip down the historic Potomac river and Chesapeake Bay on the elegant steamers of this company is unsurpassed. The steamers are comparatively new, having been built in 1891, and are fitted up in the most luxurious manner, with electric lights, call bell and steam heat in each room. The tables are supplied with every delicacy of the season from the markets of Washington and Norfolk. For tickets, reservation of staterooms and further information apply to IRWIN TUCKER, Ticket Agent, 2711 Washington Ave., Newport News, Va., or to D. J. CALAHAN, Agent, Norfolk, Va.

NORFOLK EXPRESS.

PINE BEACH ROUTE. IN EFFECT SEPTEMBER 25, 1905.

Leave Norfolk for Pine Beach and Newport News: 6:20, 7:30, 9:00, 10:20, 12:00, 1:30, 3:00, 4:30, 6:00, 7:30, 9:00. Leave shipyard, Newport News, for Pine Beach and Norfolk: 7:15, 8:45, 10:15, 11:45, 1:15, 2:45, 4:15, 5:45, 7:15, 8:45, 10:00. Schedule cards of local cars at ticket office, Atlantic street, Norfolk.

GEO. W. HATCH, Supt.
Norfolk, Va.
H. H. CARR, Gen'l Man., Hampton, Va.

Clyde Steamship Co.

Steamers to Philadelphia MONDAY, THURSDAY AND SATURDAY. Sailing from Philadelphia TUESDAY, THURSDAY AND SATURDAY.

Freight received and delivered daily at C. & O. Pier No. 6, Office, River Road. JAS. W. MCCARRICK, Gen. Southern Agt. W. P. CLYDE & CO., Gen'l Agts., 12 South Delaware Avenue, Philadelphia, Pa.

TRANSPORTATION GUIDE. Cape Charles Route

Schedule Effective Mon., June 5, 1905.

Route.	No. 94.	No. 82.
Lv. Portsmouth	7:25 a.m.	5:30 p.m.
Lv. Norfolk	7:45 a.m.	6:15 p.m.
Lv. Old Point	8:40 a.m.	7:20 p.m.
Lv. Cape Charles	10:55 a.m.	9:25 p.m.
Ar. Wilmington	5:00 p.m.	4:15 a.m.
Ar. Philadelphia	5:44 p.m.	5:10 a.m.
Ar. New York (West 23d St.)	8:15 p.m.	8:00 a.m.

SOUTHBOUND.
Lv. New York (West 23d St.) 7:55 a.m. 8:25 p.m.
Lv. Philadelphia 10:16 a.m. 11:05 p.m.
Lv. Wilmington 10:53 a.m. 11:50 p.m.
Lv. Cape Charles 4:40 p.m. 5:44 p.m.
Lv. Old Point 6:35 p.m. 7:35 a.m.
Ar. Norfolk 8:00 p.m. 8:45 a.m.
Ar. Portsmouth 8:15 p.m. 9:05 a.m.

*Trains 94 and 89 are daily except Sunday. Trains 82 and 97 are daily. Connection is made with all rail and water lines to and from Boston, Providence and all New England Points. Pullman service on all through trains. Tickets sold at C. & O. Ticket Office, at the Joint Ticket Office, at Old Point and on the steamers.

R. M. COOKE, T. M.

Scenic Route to the West.

1 hour and 30 minutes to Richmond. Schedule in Effect June 4, 1905. LEAVE NEWPORT NEWS:

7:40 a. m., daily, Local to Richmond, connects for Lynchburg, Lexington, Va., New Castle and Clifton Forge, except Sunday for Rosney and Esomont. Leaves Fort Monroe, 7:10 a. m.; Phoebus, 7:13 a. m.; Hampton, 7:18 a. m.

10:10 a. m., daily, Fast train to Richmond (stopping only at Williamsburg), arrives Richmond 11:45 a. m., connecting with "St. Louis Special," leaving 2 p. m. with Pullman for Cincinnati, Indianapolis and Chicago; and Pullman service for St. Louis and Louisville. Cafe Parlor Car Old Point to Ronoverce. Leaves Fort Monroe, 9:40 a. m.; Hampton, 9:43 a. m.

5:25 p. m., daily, Fast Train for Richmond (stopping only at Williamsburg), arrives Richmond 7:00 p. m. Connecting with F. F. V., leaving 10:45 p. m., carrying Pullman Sleeper to Cincinnati and Louisville. Leaves Fort Monroe, 4:55 p. m.; Phoebus, 4:58 p. m., and Hampton, 5:03 p. m.

5:40 p. m., daily, stops at local stations on Peninsula, connects at Richmond with F. F. V. Limited. TRAINS ARRIVE FROM RICHMOND: 9:50 a. m., daily; 10:30 a. m., daily; 5:30 p. m., daily, and 7:20 p. m., daily. Steamer Virginia leaves 7:40 a. m., daily, for Norfolk and Portsmouth; 10:35 a. m., daily, for Norfolk and Portsmouth; 5:35 p. m., daily, for Norfolk and Portsmouth.

Call on Mr. E. W. Robinson, Ticket Agent, Newport News, Va., for the lowest rates by any possible route to the West and Southwest. W. O. WARHREN, Dist. Pass. Agt. H. W. FULLER, Gen. Pass. Agt. C. E. DOYLE, General Manager.

OLD DOMINION LINE DAILY SERVICE

FOR NEW YORK—From Company's Wharf, Norfolk, every week day, at 7