

STOCKS AND BONDS

During Early Morning Session Prices Drop Back.

RECOVERY LATER IN THE DAY

Market Enjoys Some Relief From the Pressure to Liquidate and it is Now Believed That Any Danger of a Panic is Past.

(By Associated Press.) NEW YORK, April 24.—The stock market enjoyed some relief from pressure of the liquidation today but not until prices had been driven to a lower point than at any time since the news of the San Francisco disaster.

This was during the first hour when business was at a high rate of activity. From the low level touched at that time there was a quick recovery to the neighborhood of last night's level. Advances beyond that point were slow and on a moderate basis.

The expectation of large earnings for the first quarter of the year to be reported by the United States Steel Corporation helped its stocks. Not much of the day's gains were retained after a selling movement during the final hour and the market closed heavy and dull.

Chicago Grain Market. CHICAGO, April 24.—Reports of damage to the crop by dry weather in the southwest caused an advance today of over one cent per bushel in the price of wheat here. At the close the July option was precisely above yesterday's quotations. July corn and oats were each up 1/8. Provisions were at shade to 1/2 lower. The opening and closing figures of the leading futures ranged as follows: Wheat No. 2: May—78 1/2-78 5/8-79 7/8; July—78 3/8-78 1/2-79 1-2-79 5/8; September—77 3/8-77 1/2-78 3/8; Corn No. 2: May—46 3/4-47-47 1/8; July—46 1/8-46 1/4; September—46 1/4-46 3/8-46 1/4; Oats No. 2: May—32-32 1/4; July—30 5/8-30 3/4; September—28 1/2-28 5/8-28 7/8. Cash quotations were as follows: No. 2 spring wheat, 80 1/2; No. 2 red, 87 1/2-2-90; No. 2 corn, 47 3/4; No. 2 yellow, 48 1/4-1/2; No. 2 oats, 32 1/4; No. 2 white, 33 1/2-3/4; No. 3 white, 31 3/4-3/8; No. 2 rye, 60 3/4; good feeding barley, 39 1/4; fair to choice malting, 45 1/2; No. 1 flax seed, 1.07; No. 1 northwest, 1.12; prime timothy seed, 3.17 1/2; mess pork, per cwt., 15.60-15.65; lard, per 100 lbs., 8.50-8.52 1/2; short ribs sides (boxed), 8.50-8.60; short clear sides (boxed), 8.90-9.00; whiskey, ha-

sis of high wines, 1.28; clover, contract grade, 11.50.

Baltimore Produce Market. BALTIMORE, MD., April 24.—Flour, quiet, unchanged. Wheat firm, unchanged. Corn firm, spot 53 1/2-2-34. Oats easier; No. 2 mixed 37 1/2. Rye firm; No. 2 western 71 1/2. Buttermilk unchanged; fancy imitation 19 a 20; creamery 22 a 23. Eggs, steady unchanged 16. Cheese active; large Sept. 14 1/4; Nov. 14. Small 14 a 3-4.

New York Money Market. NEW YORK, April 24.—Money on call steady 4 a 3 1/2 per cent; ruling rate 4 1/4-1/2; closing bid 4; offered at 4 1/2. Time loans firm, sixty days, ninety days and six months 1-2 a 6 per cent. Prime mercantile paper 4 3/4-1/2 per cent. Sterling exchange easy at 484.35 a 484.40 for demand and at 481.20 a 481.25 for sixty day bills. Posted rates 482 1/2-2 a 483 and 485 1/2-2 a 486. Commercial bills 481. Bar silver 65 1/4. Mexican dollars 50 1/2.

MOTOR BOAT OWNERS PROTEST

Oppose Bill in Congress Requiring Licenses for Their Craft.

(By Associated Press.) WASHINGTON, April 24.—Owners of motor boats on Long Island Sound are opposed to the bill passed by the Senate and favorably reported by the House Committee on Merchant Marine, requiring a license for motor boats carrying passengers for hire and placing them under the supervision of the government.

Congressman Coeks, who represents a Long Island district, has received communications relative to the bill and will probably oppose it when a vote is taken in the House. The bill specifically provides that launches regularly engaged in the fishing business as an occupation are not subject to the law requiring a license, but there is some doubt as to whether this relieves the large number of motor boats used in the oyster trade on Long Island Sound.

The amendment to the bill exempting fishing boats was made at the instance of Representative Clark, of Florida, who said that to require licenses from the owners of small fishing boats would impose a hardship and was unnecessary because the masters of these crafts are invariably good sailors and endager no lives.

The protest made by Long Island motor boat owners, will have great weight, as more naphtha launches and electrical boats are used in those waters than in any harbor in the United States.

The objection made by those whom the law will affect is that it is inconvenient and unnecessary. There are a large number of boats on the Sound which carry passengers for hire only during a short period and are then converted into pleasure craft. The owners of these boats object to being placed under the supervision of the government.

SOME FAMOUS WOMEN

BEAUTIES WHO HAVE FIGURED IN THE FATE OF NATIONS.

The Power and the Tragic Ending of Henrietta Stuart and Mme. de Pompadour—Louisa of Prussia, Who Won Silesia From Napoleon.

It is curious that no picture gallery has ever been made of the beautiful women who have influenced history. From the days of the great Egyptian queen many a dull page of history has been lighted up by some fair face that has brought a little human interest into the dry and cold calculations of kings and politicians.

Antony was not the last politician whose course was influenced by beauty. Think of the beautiful Louisa of Prussia jesting with Napoleon for a kingdom. "I knew that I was to see the most beautiful queen in existence," said Napoleon to Talleyrand after a banquet given in her honor, "but I have found the most beautiful queen and at the same time the most interesting woman in the world." And Louisa had won from him the restoration of Silesia.

It is said, indeed, that she laughingly offered him a rose in exchange for the fortress of Magdeburg, but Napoleon was one of the iron men of the world. He kept the flower—and Magdeburg.

A book of "Beautiful Women," by Hallett Hyatt, has pictures of some of the most beautiful women that have ever lived, and Mrs. Steuart Erskine has gathered their romantic stories.

One comes upon a picture of Eliza Farren, the actress, who began life by playing childish parts in a strolling company and advanced to fame in London as Miss Hardenstone in "She Stoops to Conquer." She became a favorite in society and married the twelfth Lord Derby, when she "lived happily ever after," taking her place at court and in society. No barriers are insurmountable to the career of beauty.

Here is the picture of "Madame," the beautiful Henrietta Stuart, youngest daughter of Charles I., who married the Duke of Orleans. The features seem hard and the expression somewhat cold and stately. She would appear a woman more of brain than tenderness. In reality she had a sparkling wit, with that wonderful gift of personal magnetism—"All men loved and most women adored her," wrote a gallant Frenchman in his memoirs.

Life in the French court was a continual round of pleasure, and the days were passed in ballets and theatricals. In the morning madame would drive out with her ladies, to be escorted on their return by King Louis XIV. and his court on horseback. After supper they would all drive out, accompanied by Lully's violins, to watch the moonlight on the water and talk the moonshine of lovers.

Five years later madame was the king's trusty adviser and the only medium of communication between him and her brother, Charles II. It was in the spring of 1670 that she brought about that secret treaty of Dover that made Charles a Roman Catholic and plunged England into war with Holland.

That was the summit of madame's power. The sequel was ghastly and dramatic. A few weeks later she was at St. Cloud in the flush of high spirits at her success. A glass of iced chieley water was brought at her request, and she drank it off quickly. Five minutes later madame was no more. All the power of her fascination and beauty was ended by a secret poison.

As the pages are turned the portrait of a lady in a brocaded dress appears, a face with a very deep forehead and expressionless lips. This is the famous Mme. de Pompadour. Her birth was very humble indeed, but she came in the way of Louis XV., who gave her unlimited influence till she became a recognized power in Europe. For many years she conducted the foreign policy of France, interviewing ambassadors and treating with kings. Rebuffed by Frederick the Great, this amazing woman made overtures to Maria Theresa of Austria to divide his kingdom between them, and, sitting in her summer house, she gayly arranged with a couple of diplomats the repatriation of Europe.

Moreover, but for the freedom she gave to her personal likes and dislikes, it is not improbable that she would have accomplished some of the less wild of her schemes. Her dramatic end has often been told. In the midst of a discussion on affairs of state, as she sat rouged and powdered in her chair, the cure who was with her rose to go. She detained him. "One moment, M. le Cure," she said, "we will take our departure together." And a few minutes later the beautiful diplomatist was dead.

The portrait of the unlucky Marie Antoinette, frank, queenly, superb, of whom Burke rapturously wrote, "Glittering like the morning star, pure as the sun and splendor and joy," is here too. Recall her life at the Petit Trianon, that miniature palace with the Corinthian pillars, where she wandered about unattended and no one rose at her approach. It is always grimly pathetic that the one French queen who a little fulfilled the part that we have been taught to expect from a queen should have been sacrificed to the mad rage of the revolution.

Angelica Kauffman was the child of a Tyrolean peasant, who made her way by the force of her artistic gifts as well as her beauty. She was one of the original members of the Royal academy. Like many a beautiful woman who never becomes famous, she was married secretly to an adventurer who passed himself off as Count Frederic de Horn. Too late she discovered that he had been a footman to that person and no more, and for some ten years she was blackmailed by this adventurer.—Washington Post.

THE SLIME ON FISHES.

Common to All Species and Essential to Their Existence.

A fish just taken from the water, if handled, is found to be slippery and coated with slime. All fishes, the meanest and the noblest, killifish and shark, shad, salmon and trout, wear this slime. They could not exist without it.

The slime is secreted usually in a continuous series of ducts, with numerous openings arranged in a line extending along the side of the fish. Some fishes have one line on a side, some have five or six. The lines may be plainly visible, and in some cases appear to be a marking on the fish. More often they are not observable at all. Some fishes store this secretion in pores distributed over the whole surface of the body, the larger number, however, in pores in lateral lines. There are also pores for the secretion of mucus, or slime, in the fish's head.

The slime is exuded through the divisions between the scales to the outer part of the body, over which it spreads, forming a sort of outer skin or covering, transparent and having elasticity and tenacity and often considerable body. It would not be remarkable for a fair sized fish, say a fish of two pounds weight, to have a coating of slime a thirty-second of an inch in thickness. Fishes vary greatly in the amount of slime which they secrete. The eel will suggest itself as one that is very slimy.

The fish's slimy coating reduces its friction when in motion and helps to increase its speed. It aids in protecting the scales from injury, being of sufficient substance to serve in some measure as a cushion. The slimy covering makes the fish hard to hold and so enables it the more readily to escape from its enemies. It is sometimes repugnant to other fishes, which are repelled by its odor. It is the slime from the fishes handled that makes the angler "smelly fishy," as the expression goes.

A most important function of the fish's slimy coating is to protect it from the attacks of fungus, a form of plant life found in all waters, salt and fresh, including the purest. The slime covers the entire exterior surface of the fish, including the fins. Fungus does not attach to the slime, but if the fish were to be injured so that there was upon it some spot uncovered by the slime upon that spot some minute fragment of fungus, so small as to be scarcely more than visible, would be likely to lodge. Once lodged the fungus is reproduced very fast.

Fish sometimes recover from attacks of fungus, but much more often they do not. The fungus displaces the skin, inflammation is set up, and the place attacked becomes practically a sore. With its continued growth the fungus may cover the side of the fish and extend over the gills and finally kill it.

Cats Like Perfumes.

A cat characteristic little recognized even by lovers of the sinuous pets is intense love of perfume. The keenness of scent so useful to pussycats in her hunting avocation makes her quick to detect and recognize the fragrance of natural flowers and toilet preparations, and, unlike the dog, which will detect in a moment the scent affected by master or mistress without evincing any pleasure save that of associated ideas, the cat really enjoys the sweet itself. Sensitiveness to sweet odors varies in individual felines, and some animals show a decided preference for violet fragrance over that of rose powder, for example; but, generally speaking, the pedigree Agrippinas or those having a strain of Persian or Angora are most keenly alive to odors of Araby.—New York Press.

A Will in Three Words.

In the probate division of the London county court Sir Gorell Barnes was asked to admit to probate the will of Frederick Thorn of Amsbury avenue, Streatham, who died leaving property valued at \$4,000. A day or so before he died, counsel stated, Mr. Thorn had a paralytic stroke. He asked for a piece of paper, and they gave an envelope to him. He wrote on the back of it, in the presence of his wife and two of his children, "All to mother, F. T." This was witnessed by Arthur Thorn and Percy Thorn. The will was handed up to his lordship, who remarked that it was probably the shortest one on record. It was duly executed and witnessed and he therefore pronounced for it.

Drunkards in Turkey.

The Turks have a singular manner of regulating drunkenness. If a Turk overtaken with wine falls down in the street and is arrested by the guard he is sentenced to the bastinado. This punishment is repeated as far as the third offense, after which he is regarded as incorrigible and called "imperial drunkard" or "privileged drunkard." If he is then arrested he has only to name himself, mention his lodging, say he is a "privileged drunkard." He is released and sent to sleep upon the hot ashes of the baths.

H. E. BOYKIN

Room 2, Braxton Building. 2711 Washington Ave. Bonds, Stocks, Cotton, Grain and Provisions bought and sold outright or carried on margin. Private wires to New York and Chicago. Correspondents M. J. Sage & Co., New York.

TRANSPORTATION GUIDE

SEABOARD

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

Schedule in Effect July 2d, 1906.

Table with columns: Route, No. 41, No. 43. Rows include Norfolk, Virginia, and various routes to Florida, Texas, and California.

STEAMSHIP COMPANIES.

Norfolk & Washington Steamboat Company

The new and powerful iron Palace steamers, Newport News, Washington and Norfolk will leave daily as follows: NORTHBOUND. Leave Portsmouth, foot of North street... 5:00 p.m. Leave Norfolk, foot of Water street... 5:00 p.m. Leave Old Point Comfort... 7:00 p.m. Arrive in Washington... 7:00 p.m. Arrive in Philadelphia... 10:30 a.m. Penn. R.R. ... 10:50 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. ... 2:40 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. ... 2:55 p.m. Lv. Phila. B. & O. R.R. ... 2:08 p.m. Ar. Washington, Penn. R.R. ... 6:10 p.m. Ar. Washington, B. & O. R.R. ... 6:50 p.m. Lv. Washington ... 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.

SOUTHERN RAILWAY

DOUBLE DAILY SCHEDULE TO ALL POINTS SOUTH AND WEST THROUGH PULLMAN CAR TO CHARLOTTE.

IN EFFECT JANUARY 25, 1906.

Table with columns: Lv. Newport News, C. & O. Ry., Ar. Norfolk. Times listed for various routes.

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.

9:30 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 Charlotte.

7:30 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, 96 Granby Street, (Monticello Hotel).

STANTON CURTIS, Passenger Agent, Norfolk, Va. H. B. SPENCER, General Manager. W. H. TAYLOR, G. P. A., Washington, D. C.

STEAMSHIP COMPANIES.

Old Dominion Line

DAILY SERVICE FOR NEW YORK—From Company's Wharf, Norfolk, every week day, at 7:00 p. m.

FARE—First class, one way, \$8.00. meals and stateroom, berth included. Round trip, limit thirty days, \$14.00. Steerage, without subsistence, \$5. Tickets on sale at C. & O. Railway Ticket Office.

NIGHT LINE BEWEEN NEWPORT NEWS AND RICHMOND Steamers Brandon and Berkeley leave Pier "A" 8:30 every evening, passengers only.

Steamer Hampton will leave Pier "A" daily, except Sunday, at 9 a. m., going to Norfolk, and at 4:30 p. m., going to Smithfield. Steamer Accom will leave Pier "A" daily, except Sunday at 9 a. m., going to Smithfield and about 2:30 p. m., going to Norfolk.

All business between New York and Newport News transacted at Pier 6. All business between Newport News, Norfolk, Smithfield and local points transacted at Pier "A," foot of Twenty-fifth street.

JOHN NICHOLS, Acting General Agent. H. B. WALKER, Vice-Pres. and Traffic Man.

TRANSPORTATION GUIDE

Norfolk and Newport News Express.

PINE BEACH ROUTE. IN EFFECT NOVEMBER 10, 1906. Connecting with the fast iron steamer ENDEAVOR.

Leave Norfolk for Newport News—6:20, 7:30, 9:00, 10:30, 12:00, 1:30, 3:00, 4:30, 6:00, 7:30. (Saturday and Sunday only, 10:00 p. m.)

Leave shipyard, Newport News, for Norfolk—7:15, 8:45, 10:15, 11:45, 1:15, 2:45, 4:15, 5:45, 7:15, 8:45. (Saturday and Sunday only, 10:45 p. m.)

Schedule cards of local cars at ticket office, Atlantic Street, Norfolk. LATE BOATS, MONDAY, FRIDAY, —EXTRA.

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

Chesapeake & Ohio Railway

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Merchants' & 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.

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Freight received and delivered daily at C. & O. Pier No. 6, Office, River Road. JAS. W. McCARRICK, Gen. Southern Agt.

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OFFICIAL RANGE OF STOCKS.

Corrected Daily by H. E. Boykin. Stocks, Bonds, Cotton, Grain, Etc., Room 2, Braxton Building.

Table with columns: Stock Name, Open, High, Low, Close. Lists various stocks like Anaconda, Amalgamated Copper, American Car and Foundry, etc.