Alexandria Gazette

VOL. LXXXI. FRIDAY, APRIL 30, 1880 NO. 103.

RAILROADS.

W. C., VIRG. MIDLAND & G. S. R. R.
JOHN S. BARBOUR, Receiver.

On and after SUNDAY, April 11, 1880, Passenger trains will run as follows:

South Bound.	Mail.	Express.
Washington ...leave	7 10 a.m.	10 40 p.m.
Alexandria	7 35 "	11 15 "
Gordonsville	11 10 "	2 30 a.m.
Charlottesville	11 58 "	3 20 "
Lynchburg ...arrive	2 30 p.m.	5 45 "
Danville	5 36 "	8 25 "
North Danville	5 40 "	8 30 "

North Bound.	Mail.	Express.
North Danville...leave	10 30 a.m.	11 00 p.m.
Danville	10 34 "	11 03 "
Lynchburg	1 45 p.m.	1 23 a.m.
Charlottesville	4 15 "	3 25 "
Gordonsville	5 10 "	4 25 "
Alexandria ...arrive	8 50 "	7 35 "
Washington	9 15 "	8 00 "

Mail Southward, connects at Gordonsville with Chesapeake & Ohio R. R., East and West. At Lynchburg connects with Atlantic, Miss. & Ohio R. R. through Southwest Virginia, to Nashville, New Orleans, Memphis, Little Rock and Texas. Stand at Danville with Richmond & Danville R. R. to South and Southwest.

Express Southward connects at Gordonsville with Chesapeake & Ohio R. R.

MIXED TRAINS for Main Line leave Alexandria every Sunday, 8.00 a. m. and returning arrive at Alexandria 5.45 p. m.

ACCOMMODATION TRAIN leave Washington and Alexandria 7.35 a. m., daily, except Sundays, arrive at Strasburg at 12.25 p. m. Connects with the Valley Road East and West. Leave Strasburg 2.30 p. m., arriving at Alexandria 7.40 p. m.

MIXED TRAIN FOR MANASSAS DIVISION leaves Alexandria Tuesday, Thursday and Saturday at 3.00 p. m., and returns Monday, Wednesday and Friday, at 2.45 p. m.

Strasburg, daily connection at Plains with Express Trains.

Warrenton, regular connection at Delaplane.

TRAIN FOR WARRENTON, leave Washington at 4.10 p. m., make good connections, at Washington from North and West.

Sleeper leaves Washington at 11.40 p. m. running through without change.

Express train leaving Washington at 10.40 a. m. Adjustable Reclining Chair Car, through to Lynchburg, charge only $1.00, through to Danville.

Through tickets very low to the South and Southwest.

J. M. BROADUS, G. T. A.

1880 GREAT PENNSYLVANIA ROUTE 1880
TO THE NORTH, WEST & SOUTHWEST.
DOUBLE TRACK,
STEEL RAILS, SPLENDID SCENERY,
MAGNIFICENT EQUIPMENT.

January 6, 1880.

Trains leave Washington from depot of Baltimore & Potomac Railroad, corner of Sixth and B streets, as follows:

For Philadelphia, New York and the East, 8.10 a.m. and 1.50 p.m. daily, except Sunday, and 9.45 p.m. daily, with Palace Cars. Limited Express of Pullman Parlor Cars 9.30 a.m. daily, except Sunday. For Philadelphia, 8.10 a.m., except Sunday, and 5.30 p.m. daily.

For Pittsburg and the West 10.40 a.m. daily, with Parlor Cars to Pittsburg; 7.40 p.m. daily with Palace Car to Chicago.

For Canandaigua and the North, 6.00 a.m., except Sunday and 7.40 p.m. daily, except Saturday, with Palace Car. Canandaigua.

For Watkins, 10.40 p.m. daily except Sunday.

For Baltimore, 6.00, 8.10, 9.30 and 10.40 a.m., 1.30, 4.10, 4.20, 5.30, 7.40 and 9.45 p.m. On Sunday, 10.40 a.m.; 5.30, 7.40 and 9.45 p.m.

For Pope's Creek Line, 6.00 a.m. and 4.20 p.m. daily, except Sunday.

For Annapolis, 8.10 a.m. and 4.20 p.m. daily except Sunday.

LOCAL TRAINS.

For Alexandria 7.20, 9 and 11 a.m., and 4.20, 5.25, 8 and 11.30 p.m. Sunday at 7, 9 and 11 a.m. and 8 p.m.

Trains leave Alexandria for Washington, 6.00, 8.40 and 10 a.m., and 3, 5, and 7 p.m. and 12 night.

On Sunday at 8.00 and 10 a.m. and 7 and 9.05 p.m.

THROUGH TRAIN FOR THE SOUTH via Quantico and Richmond, will leave Alexandria at 7.20 a.m. daily and 5.40 p.m. daily except Sunday.

Tickets and information can be procured at principal railroad stations and ticket offices Southeast.

L. P. FARMER,
Gen'l. Passenger Agent

FRANK THOMSON
General Manager. nov 20

WASHINGTON & OHIO RAILROAD

WINTER ARRANGEMENT.
Beginning Oct 4, 1879.

The MAIL TRAIN will leave Washington at 9.00 a.m. and Alexandria at 9.05 a.m. daily except Sunday; pass Leesburg, going westward, at 11.10 a.m., and arrive at Round Hill at 12 m. Leave Round Hill at 12.20 p.m.; pass Leesburg going eastward, at 1.10 p.m., and arrive at Alexandria at 3.15 p.m., and at Washington at 3.30 p.m.

The ACCOMMODATION TRAIN will leave Washington at 4.20 and Alexandria at 4.25 p.m. daily except Sunday, and arrive at Leesburg at 8.00 p.m. Leave Leesburg at 6.00 a.m., and arrive at Alexandria at 8.15 a.m., and Washington at 8.30 a.m.

Passengers from Washington will take the Washington and Ohio cars at the Baltimore & Ohio Railroad Station at 9.00 a.m. and 4.20 p.m. and go through without change of cars. Passengers from Alexandria will take the train from Round Hill connect at Round Hill with Harris' Daily Line of Coaches for Berryville and Winchester, and Conner's Line of Coaches, which leave Leesburg daily for Aldie and Middleburg.

Returning, westward, make close connections at Alexandria with Sisson's Line of Stages for Fairfax Court House.

Commutation tickets, 25 cts per mile. Round tickets, $30.

E. H. HAVENER,
General Ticket Agent.

100 BUSHELS RIVERTON LIME.

We have just received a fresh supply of this lime, which we can with confidence recommend it as a superior article in all particulars, and guarantee satisfaction in all cases. Try it, and you will never use any other kind. For sale by

GEO. WASHINGTON,
Agent.

PRIME RED OATS

For sale by

A. M. DAWSON & JAMIESON,
mar17 69 Cameron street.

NOTICE—GARDEN SEED—Persons desiring Garden Seed from D. M. Ferry & Co. or R. H. Sibley & Co. can procure them by leaving their orders with

W. F. CREIGHTON,
feb 4 85 King street.

ANDERSON'S MINCE MEAT, Fruit Jellies and Apple and Peach Butter received and for sale low by

R. W. AVERY, 226 King st.
dec 4

3000 GRAIN BAGS, made by the Ladies' Aid and Employment Society, for sale by

THOMAS PERRY, Agt.
jan 22

PRIME S. C. SHOULDERS, received today by [mar30] J. C. MILBURN.

STEAMERS.

1880 POTOMAC STEAMBOAT CO. 1880

Steamer

GEORGE LEARY

RESUMPTION OF ROUTE.

ALEXANDRIA, VA., AND NORFOLK, VA., CALLING AT PINEY POINT and POINT LOOKOUT going and returning.

On and after Monday, March 15th, 1880, the steamer GEORGE LEARY, Joseph White, Commander, will resume her route between the above ports.

From ALEXANDRIA, Hooe's wharf, every MONDAY and WEDNESDAY, at 6 p. m., and every SATURDAY at 6½ p. m.

From NORFOLK, Campbell's wharf, every TUESDAY, THURSDAY and SUNDAY, at 4 p. m.

Arriving at either port early next morning.

During the past winter the Leary has been thoroughly overhauled, newly painted, carpeted, upholstered and put in nice order. Her owners pledge the public cleanliness, a first class table and courtesy and attention from the officers and servants of the boat. Tickets, rates, information, state rooms, &c., furnished by

P. B. HOOE, Agt., Alexa., Va.
R. F. DODD, Agt., Wash., D. C. mh 9-tf

Inland & Seaboard Coasting Co.

Steamers of this line will run as follows:

FOR NORFOLK,

Connecting with Merchants' and Miners' Line for Boston, steamer

LADY OF THE LAKE

EVERY MONDAY, WEDNESDAY and FRIDAY, at 5.30 o'clock p.m.; returning, leave Norfolk on alternate days at 4.00 p. m.

This staunch iron steamer has just been painted throughout, staterooms newly furnished and carpeted, and is the handsomest as well as the safest boat on the Potomac river and Chesapeake bay, and is the only steamer making close connection with the New York and Boston steamers; also connects with Richmond steamers and rail road lines south. Stops at PINEY POINT and POINT LOOKOUT going and returning.

Fare, first class, $1; round trip $1.50.

FOR POTOMAC RIVER.

STEAMER JOHN W. THOMPSON

EVERY MONDAY, THURSDAY and SATURDAY at 7.30 a. m.; returning on alternate days.

FOR NEW YORK.

STEAMERS E. C. KNIGHT AND JOHN GIBSON

EVERY MONDAY, at 12 m.; and returning, leave New York, from pier 41, East river, EVERY SATURDAY, at 4 o'clock p. m.

The steamers of this company make connections at Norfolk for Boston and all points East; at New York with all points West and Northwest, and at Alexandria with Virginia Midland Railroad and Washington and Ohio Railroad. Through rates given and freight handled carefully and promptly. For further information apply to

F. A. REED, Agent,
Janney's wharf.

SAMUEL BACON, President.
Office under Nat'l Metrop. Bank,
sep 27-tf Washington, D. C.

NOTICE.

CHANGE OF TIME.

On and after SUNDAY, October 5th, the boats of the POTOMAC FERRY CO. will run as follows:

LEAVE ALEXANDRIA:
6.00, 7.30, 8.30, 9.30, 10.30 and 11.30 a. m., and 12.30, 1.30, 2.30, 3.30, 4.30, 5.30 and 6.00 p. m.

LEAVE WASHINGTON:
6.30, 7.30, 8.30, 9.30, 10.30 and 11.30 a. m., and 12.30, 1.30, 2.30, 3.30, 4.30, 5.30, and 6.30 p.m.

oct 4 GEO. R. PHILLIPS, Manager.

CLYDE'S STEAM LINES WEEKLY TO PHILADELPHIA, FALL RIVER, PROVIDENCE AND BOSTON.

Steamers leave Alexandria EVERY TUESDAY and leave Philadelphia EVERY SATURDAY.

This line connects at Alexandria with the O., A. & M. and W. & O. R. Rs., and at Philadelphia with Clyde's regular Steamships for Fall River, Providence and Boston.

Freight forwarded with promptness and care, free of commissions.

No charge for transfer in Philadelphia, and no wharfage in Boston. Quick time. Frequent departures. Through rates and through bills of lading given. Insurance at the lowest rates.

Agents:
F. A. REED, Alexandria.
WM. P. CLYDE & CO., Philadelphia.
JOHNSON & CO., Wash. & Georgt'n.
jan 8-tf

FINANCIAL.

BURKE & HERBERT,

Dealers in

GOVERNMENT BONDS

LOCAL STOCKS AND ALL FIRST CLASS RAILROAD BONDS,

AND OTHER GOOD INVESTMENT SECURITIES.

ALEXA., VA., COUPONS receivable for taxes.
my 9 BURKE & HERBERT.

THE NOVELTY FOLDING TABLE—something new, and which every lady should have. Call and examine at

McLEAN & UHLER'S,
feb 28 76 King street

WINDOW GLASS FOR HOT BEDS—A supply of 6x8 Glass in stock and for sale low by

JANNEY & CO.,
feb 27 Nos. 70 and 152 King street.

WHEAT STRAW, Corn Bran, White and Brown Middlings, Ship Stuffs, Brown Stuffs, and Bran, for sale by

mar28 CHAS. S. TAYLOR, Jr.

THE HITCHCOCK LAMP is still creating a great excitement. Call and examine it. For sale only by

McLEAN & UHLER,
feb 28 76 King street.

COPELAND'S TEA SETS, something new. Call and see them at

E. J. MILLER & CO'S.,
sep 1 65 King street.

A large and superior stock of Gentlemen's Fine Boots and Shoes of every description. Prices lower than ever

ep19 W. B. WADDEY, 110 King st.

SAUSAGE CUTTERS, Chopping Knives, and other seasonable goods, in great variety at 88 King street, corner of Royal.

nov 19 J. T. CREIGHTON & SON.

TABLE and POCKET CUTLERY—A full line, wholesale and retail.

JAS. F. CARLIN & SONS,
nov 1 63 King street.

CHOICE VIRGINIA ROLL BUTTER just received at [ap7] J. C. MILBURN'S.

AUCTION SALES.

By O'Neal & Lucas, Auctioneers.

TRUSTEE'S SALE—By virtue of a deed of trust executed by James Thompson and wife, dated on the 20th day of January, 1875, and of record in the Clerk's office of the Corporation Court for the city of Alexandria, Va., liber 4, page 471, the subscriber, as trustee, in said deed, by the request of the beneficiary therein, will expose for sale at public auction, on SATURDAY, the 1st day of May, 1880, at 12 m., in front of the Market Building, on Royal street, in the city of Alexandria, Virginia, the property conveyed by the said deed, to wit:

A LOT OF GROUND, with the IMPROVEMENTS thereon, situated on the west side of Fairfax street, between Cameron and Queen, in the city of Alexandria, Va., in front on Fairfax street 33 feet 10 inches more or less, and extending westwardly in depth 90 feet.

Terms of Sale: So much of the purchase money in cash as will be required to pay the expenses of sale and the sum of $500, with interest thereon from the 1st day of January, 1878 and the residue thereof upon a credit of six and twelve months in equal payments, with interest from the day of sale; the deferred payments to be secured by a deed of trust on the property.

ap16-eots ALBERT STUART, Trustee.

AUCTION—At the residence of C. E. Dailey, on the Alexandria and Leesburg pike, halfway between Bailey's Cross Roads and Falls Church, on TUESDAY, May 4, 1880 FARMING and CARPENTERS' TOOLS, HORSES, WAGON, CART, Hermess, Pigs, Fowls, Bees, Lumber, Shingles, Laths, Household Furniture, Piano, Bedding, Carpets, Crockery, Kitchen Ware and a variety of ornamental and useful articles. Six months time will be given on approved notes in sums over $20. Mr. Daily offers his FARM and any of the above property at private sale prior to the 4th of May. ap26-ds3t

By Green & Wise,
(Real Estate Agents and Auctioneers.)

DESIRABLE PROPERTY AT AUCTION.

Will be offered for sale by Public Auction, THURSDAY, the 6th day of May, 1880, at 12 o'clock, in front of the Mansion House, on Fairfax street, in the city of Alexandria, Va., the following property, to wit:

No. 1. The three-story BRICK DWELLING, No 77 Washington street, north. Has all the modern improvements. Lot fronts about 100 feet on Washington street, and extends back to St. Asaph street, 240 feet 10 inches. Very desirable.

No 2. A LOT fronting 52 feet 3½ inches on east side of Water street, and running back to Union street 300 feet.

No. 3. A WATER LOT on northeast corner Union and Queen streets, fronting on Union street 67 feet 7 inches, and running into Potomac river to Port Warden's line. Dock room of 33 feet, being north half of Queen street.

No. 4. A LOT on the east side of Union, between Duke and Prince streets, front 30 feet on Union street, and running into the Potomac river. Has wharf front of 38 feet and on it two large warehouses. The warehouses will be sold separately with the lots, or as a whole.

No. 5. A LOT OF GROUND at the Stone Bridge south side of Duke street; contains about 3½ acres; has two dwellings on it; good spring and never failing branch on west side. Will be divided into two or more lots or sold as a whole.

Terms of Sale: One third of the purchase money in cash, and the residue in 12, 18, and 24 months, with interest, and deed of trust on the premises.

ap10-eots WARWICK P. MILLER.

WE WILL OFFER FOR SALE, at the same time and place, the HOUSE and LOT on the west side of Lee street, 72 feet south of Princess street, 34 feet 9½ inches front on Lee street by 123 feet 5 inches deep.

Also the THREE STORY BRICK HOUSE and LOT on the east side of Royal street, between Prince and Duke streets, (No. 62 south Royal street.) The house is in good order, and has all the modern improvements.

GREEN & WISE,
ap22-ts for the owner.

TRUSTEE'S SALE—By virtue of a deed of trust from Eveline Hopper, dated the 14th day of May, 1861, and recorded in liber No. 2, page 351, land records of Alexandria city, Va., the undersigned, trustee, therein named, and by direction of the beneficiary in said trust, will sell for cash, to the highest bidder, on SATURDAY, the 8th day of May, 1880, at 12 o'clock m., in front of the Market House, on Fairfax street, the property conveyed by said trust, being a LOT OF GROUND, improved by a commodious FRAME DWELLING, situated on Duke street, in the city of Alexandria, and bounded as follows: Beginning on the south side of Duke street 20 feet west of a point midway between Columbus and Alfred streets, and running west on Duke street 20 feet; thence south and parallel with Alfred street 88 feet to a 12 feet alley; thence east and parallel with Duke street 20 feet; thence north and parallel with Alfred street to the beginning.

ap26-ts S. F. BEACH, Trustee.

BY VIRTUE of a decree of the Circuit Court for the county of Alexandria, Va., rendered at its November term, 1879, in the suit of Dixon & Brother vs. Robert Ball, the undersigned, commissioners therein named, will offer for sale by public auction, on TUESDAY, the 4th day of May, 1880, in front of the entrance to the Court room, on Fairfax street, at 12 o'clock m., a TRACT OF LAND, containing 27 acres, near Ball's Cross Roads, in Alexandria county, Va. Will be sold as a whole or offered in two separate tracts of 17 acres and 11 acres each.

Terms of Sale: One third of the purchase money to be paid in cash, and the residue in 6, 12 and 18 months, (three equal instalments) with interest.

ALBERT STUART, } Comm'rs.
H. O. CLAUGHTON, } of sale.
ap2-2awts

By Green & Wise
[Real Estate Agents and Auctioneers.]

BY VIRTUE OF A DEED OF TRUST from Wm. Wolf dated on the 20th day of January, 1866 and duly recorded in liber X No. 3, folio 103, Alexandria county, Va., land records, the subscriber, as trustee, will offer for sale by public auction, to the highest bidder, on THURSDAY, the 13th day of May, 1880 at 12 o'clock m., in front of the entrance to the Court room, on Fairfax street, in the city of Alexandria, Virginia, the TRACT or PARCEL OF LAND, with the IMPROVEMENTS thereon, known as "RED HILL," in said county of Alexandria, and about one mile from the city limits, beautifully situated, and described in said deed as follows: Beginning at the intersection of the northeast side of the Leesburg turnpike with the south side of the Poor's House lane, running thence on said line of said lane N. 81°, E. 44 poles; thence S. 12°, W. 34 poles 8 links to the N. E. side of the Leesburg turnpike; thence N. 56½°, W. with the N. E. side of said turnpike 74 poles; thence with said turnpike N. 51° 28 poles 13 links; thence with said turnpike N. 4°, W. 8 poles 13 links; thence still with said turnpike N. 30°, W. 6 poles to the beginning, containing FIVE ACRES.

Terms of Sale: Cash to pay costs of executing this trust and to discharge three notes of $500 each, with interest from date, dated January 1st, 1866. Subject to a credit of $403.96, as of December 10th, 1869.

ap17-eots H. O. CLAUGHTON, Trustee.

WE WILL offer for sale at the same time and place, a TRACT OF LAND, in Alexandria county, Va., containing 10 ACRES and 1 perch, lying on the south side of the W. & O. R. R., and adjoining on the north the estate called "Waverley," recently purchased by Mr Frank Hume, of Washington, D. C. Very convenient to the cities of Alexandria and Washington.

GREEN & WISE,
my1,4 6 11 15 18 for the owners

BRUSHES! BRUSHES! BRUSHES! White Wash, Dust, Scrub and Horse Brushes, wholesale and retail.

JAS. F. CARLIN & SONS,
ap28 63 King street.

HAY! HAY! HAY! Choice Timothy Clover and Mixed Hay in store and for sale by

mh23 CHAS. S. TAYLOR, Jr.

AUCTION SALES.

By Green & Wise, Auctioneers.

Public Sale of the Pioneer Mills,

IN THE CITY OF ALEXANDRIA, VA.

We will offer for sale at public auction on THURSDAY, the 6th day of May, 1880, at 5 o'clock p. m., on the premises, the valuable property known as THE PIONEER MILLS, located in said city, at the foot of Duke street, and immediately on the water front of Potomac river, with wharf and smole depth of water for the largest vessels, and the advantage of one of the best wheat and corn markets in the country.

The building is one of the best and most substantial to be found; is built of brick, with splendid granite foundation; four stories high, with attic; covered with slate; is 170x80 feet; engine and boiler house 140x30 feet; has 12 pairs of 4½ feet burrs; capacity of 600 bbls per 24 hours; elevator 13x14 feet to 1st and 2nd stories; pair of engines and six boilers; bolting machinery and gearing.

The building is on ground leased from the city; no city taxes on the property or on the capital invested in the business of manufacturing, and we think that if application be made to the City Council the ground rent will be remitted to the purchaser for the first ten years of active operation.

The Mills are open for inspection to any parties wishing to examine the property.

Terms of Sale: Cash preferred, though a reasonable cash payment would be received at time of sale, and the residue in 12, 18, and 24 months, equal payments, with interest, and deed of trust on the premises.

GREEN & WISE,
ap23-eots for the owners

By Green & Wise, Auctioneers.

BY VIRTUE OF A DEED OF TRUST executed by Alexander Hunter, recorded in liber A, No. 4, page 480, land records of Alexandria county, Va., to secure unto William D. Mitchell the payment of $2,516.85, with six per cent interest from the 4th day of November 1871, which said deed and indebtedness have been assigned and transferred to James F. Carlin, the undersigned, will, as trustee therein named, on THURSDAY, the 6th day of May, 1880, at 12 o'clock m., expose to sale at public auction, in front of the Market House Building, on Fairfax street, Alexandria, Virginia, the following described property:

A CERTAIN TRACT OF LAND containing 280 acres, more or less, situate and lying in Alexandria county, Virginia, on the west side of the Washington and Alexandria Turnpike, and bounded as follows: On the north and west by the lands of A. E. Addison, on the south by the Alexandria Canal, and on the east by the Old Military road, being a part of the Abingdon tract.

The debt aforesaid is subject to a credit of $125 as of March 19th, 1877.

Terms of Sale: Enough in cash to pay the costs of sale and the accrued interest on the debt; and for the residue of the purchase money on a credit of one, two and three years, with interest from the day of sale; the bonds of the purchaser to be given for the deferred instalments, and the title retained until they are paid.

ap3-ts C. W. WATTLES, Trustee.

VIRGINIA MIDLAND R. R.

FOR SALE AT PUBLIC AUCTION.

By virtue of and in obedience to a decree rendered by the Circuit Court for the city of Alexandria in the chancery cause of *John C. Graham vs the Washington City, Virginia Midland and Great Southern Rail Road Company and others*, on the 13th day of February, 1880, I shall, in front of the Market Building, on Royal street, in the city of Alexandria, in the State of Virginia, at twelve (12) o'clock m., on THURSDAY, the 13th day of May, 1880, sell at public auction to the highest bidder the following described property:

The entire line of railroad known as the Washington City, Virginia Midland and Great Southern Rail Road, lying between the city of Alexandria and the city of Danville, and from the town of Manassas, in the county of Prince William, on the aforesaid main line, to the town of Harrisonburg, in the county of Rockingham, together with all the branches thereof as they now exist, with all appurtenances and equipment, rights, privileges, franchises, properties, real and personal, and works to the said railroad and branches respectively belonging, or in anywise appertaining, including the roadway and tracks, rails and roadbed, side tracks, bridges, viaducts, trestles, fences, stations, depots, machine shops, and all other buildings and structures, docks and wharves, sand and gravel pits and deposits of materials and all other things belonging to, or used, or designed to be used, for or in connection with the said railroad or branch railroads respectively, together with all locomotives and tenders, freight and passenger cars, and all other cars, and all other rolling stock or equipment whatsoever, machinery, tools, and all materials for the use of said railroad or any of its branches and all other personal property thereunto belonging, including all property and things whatsoever of any such nature or description as is above mentioned. The said line of railway and branches extends a total distance of 346 miles.

The purchaser of said road and property above described will also be substituted to the rights and assume the responsibilities of said defendant company under a contract between said company and the Baltimore and Ohio Rail Road Company, dated on the 20th day of August, 1873, whereby the said Baltimore and Ohio Rail Road Company leases from said defendant company so much of the said road as lies between Strasburg and Harrisonburg, and so much of said road as lies between said points will be sold subject to said lease.

The said purchaser will further take said road and other property subject to the contracts made under orders of the Circuit Court for the city of Alexandria by the Receiver in said suit with the Charlottesville and Rapidan Rail Road Company, and the Franklin and Pittsylvania Rail Road Company—and subject to all other contracts of the Receiver in regard to said property, whether made under order of the Court or not, and will assume all his liabilities thereunder. Should the purchaser not comply with the terms of sale, there will be a resale at his costs and risk.

Terms: The terms upon which said Commissioner shall sell said property as set forth in the said decree are, cash as to a sum of money equal to the principal and interest of all bonds secured by deeds of trust on said property or any part thereof, except those secured by the deed of trust of the defendant corporation, dated on the 1st of May, 1873, in which D. H. Miller, Robert Garrett and John W. Burke, are Trustees, and for a further amount of cash equal to the past due interest on the debt secured by that deed; as to a sum equal to the principal of the debt which has been heretofore ascertained to be due under said deed, on such credit as will meet the amount of said debt at maturity, taking care that as to such deferred payments provision be made for the purchaser to so pay interest on the purchase money in instalments that the interest so to be paid by him shall meet the coupons for interest yet to fall due on said principal—as to residue of the purchase money on a credit of one, two and three years, with interest from date of sale.

For the deferred payment as above provided the Commissioner shall take the obligations of the purchaser and return them with his report of sale, when the Court will direct how the payment of the same shall be secured by some satisfactory lien on the premises sold.

Of the cash, which it is herein provided shall be required on the sale of said property, two hundred thousand dollars [$200,000 00] shall be paid to the Commissioner within five days after said sale, and the residue shall be paid by the purchaser upon the confirmation of said sale in such manner as the Court in the decree of confirmation may direct.

JOHN S. BARBOUR,
mh11-w4m Commissioner of Sale.

15 GROSS OF TWO, FOUR and SIX OZ RUMFORD YEAST POWDER for sale by

ap27 W. A. JOHNSON & CO.

MONUMENTAL BRAND pure WHITE REFINED LARD, Sugar cured Shoulders and small Breakfast Bacon received by

ap23 R. W. AVERY, 226 King st.

22 EGG CASES just received and for sale by [ap28] J. C. MILBURN.

Alexandria Gazette

Published Daily and Tri Weekly.

[Entered at the Postoffice at Alexandria, Va., as second class matter.]

TERMS OF SUBSCRIPTION.

One year	$6 00
Six months	3 00
Three months	1 50

ADVERTISING RATES.

Space.	1 w.	2 w.	3 w.	6 w.	1 yr.
One square	$2 25	$4 50	$15 00	$28 00	$50 00
Two squares	4 00	11 00	22 00	35 00	60 00
Three squares	5 50	15 50	31 00	45 00	75 00
Four squares	7 00	20 00	40 00	60 00	90 00
Five squares	8 50	25 00	50 00	75 00	110 00
Quarter column	10 50	30 00	60 00	90 00	150 00
One third col'n	15 00	40 00	80 00	100 00	175 00
Half column	20 00	50 00	100 00	150 00	225 00
One column	35 00	75 00	150 00	200 00	300 00

Special contracts will be made with yearly advertisers.

Perils of Seal Hunting.

The New York Herald publishes long accounts of the recent disaster to seal hunters off the coast of Newfoundland. The ice, by the northeast wind which had been prevailing, had been rendered solid and compact from the shore for miles away on the ocean, and seals being plenty some distance out, there were about 250 men on it on the hunt, when, by a change of the wind, the ice started from the shore with all its living freight. Some portions of it went out to sea, while other parts piled up on a point of land some miles away. Boats were promptly sent to their rescue, and many were extricated from their dangerous predicament, while numbers have been found afloat on cakes of ice frozen stiff. The following account of John Hogan, one of the survivors, will be read with interest:

"On Friday morning last five men of us—namely, Martin Hogan, Richard Fahey, Patrick Hogan, William March and myself left Northern Bay to go off in search of seals. As the ice was some distance from the shore at the time and very loose we took a boat and equipped her with all necessaries for one day's sealing. Before long we had captured seventeen 'young harps,' when suddenly we observed that we were completely hemmed in by the ice, which had closed around us and forbade any possibility of escape in our boat. We immediately discharged the boat for the purpose of lightening her, so that we might drag her across the ice in a direction that would lead to the nearest water. But after a little experience we found that we were only wasting our energies, as we were fast driving from the shore, and the quantity of ice wheeling between us and our land was sensibly increasing. Abandoning the boat, gear and seals we struck off for the shore, but had not gone far when a second consideration suggested the prudence of holding on to our boat till morning, as night was fast approaching and the distance from the shore too great to be got over before complete darkness had set in. We accordingly retraced our footsteps, and having regained our boat turned her upon one side, steadying her with the oars and bats, and thus making a windward shelter, we strewed our seals along on the ice and sat down to rest and partake of the little food we had still remaining. It is not easy to imagine the night of misery and cold we passed in the vain endeavor to keep ourselves from shivering, and the still more vain attempt to take anything like a hopeful view of our chances of safety. In the early, gray dawn light of the morning we started for Cape St. Francis, distant about twenty miles. The ice was very rugged and broken and our progress was very slow.

"About eight o'clock, when we had been toiling toward the shore for about four hours, Martin Hogan became so completely fatigued and worn out as to be no longer able to keep on with his comrades, so he quietly and resignedly sat down on the chilling ice to rise no more.—We remained by him for a few minutes; we gave him a portion of our slender stock of provisions, still remaining, and with sunken hearts and mournful anticipations we offered him the barren consolation of hoping that some vessel or steamer might cross his path through the day and rescue him before it was too late. We bade him farewell, a farewell destined, alas! to be for eternity. Sadly we continued our journey over the rugged and pitiless ice, each one exerting his utmost to keep up the drooping spirits and wearying limbs of his comrades. Another hour passed away, and we who had numbered five in the early morning hours now counted only three. Fahey, who kept a brave side to the last moment, succumbed to frost and fatigue, and he, too, we were compelled to abandon to his hard fate. As we turned our aching eyes from the poor fellow lying outstretched on his icy bellet the thought of one and all of us naturally suggested the question as to where turn it was to be next. Patrick Hogan, wrestling bravely but vainly with his fate, bore a part in our dolorous tramp till midday, when we three worsted wayfarers were suddenly reduced to two, and the third one of our unfortunate companions was left behind in the grip of certain death. The parting scene with our poor companion was in every case of a most harrowing nature. It appeared to us, the survivors, as if we were doing a cruel and cowardly wrong thus to abandon the poor fellows. But if we paused we must have perished, and the sacrifice of our lives, while yet life depended upon our own efforts, would have been as criminal as it must have been vain. For them our utmost endeavors could effect nothing; for ourselves a feeble spark of hope yet remained unquenched. The day was fast waning away to its close and the sun was setting. Another night of cold, hunger and misery on the pitiless ice fields, and darkness must have closed over us all, not one survivor being left to tell of our fate. Shortly after we parted with poor Fahey we came up with two seals, which we killed. At this time there was a large number of seals scattered around on the ice in every direction. Having cut open the seals we took out the hearts. I ate one of the hearts and drank some of the warm blood. March could not eat or swallow any of the blood, but I induced him to place the remaining heart in his belt in case he might have an appetite for it by and by. I also took apart of the carcass of one of the seals and fixed it on my belt. If this I occasionally ate sparingly until it became too frozen for my teeth to penetrate it. No one but a sealer can know how invigorating and delicious the flesh of a seal is when hunger imparts both flavor and sauce. Being fresh and juicy it keeps away thirst, which is always such a terrible curse on the ice, when you are out of reach of water or any other liquid. Had I not been able to eat the seal's flesh I never should again have seen land or strand.

"All this time, holding on our course for the light house of Cape St. Francis, we at length reached Cripple Cove Rock, and from that point could observe a few small houses in Cripple Cove. March was now thoroughly exhausted and was unable to make any further effort to accompany me. I therefore left him on the rock, and cheered him with the assurance that I should soon return and bring assistance with me. Having gained the houses I found to my horror that they were but a few fishermen's huts, used only during the summer fishing season and totally unoccupied during the winter. I went back to the spot where I had left March, and brought him along with me in the direction of the lighthouse. But his strength had completely gone, so I was forced to leave him and struggle forward alone to the lighthouse and endeavor to obtain assistance for his rescue. Had I remained with March any longer I felt I must have frozen to death. On approaching the lighthouse I saw some men coming toward me; they were the keeper and assistant of the lighthouse. They assisted me on shore, and completely spent as I was, almost carried me into the house. It was now about 8 o'clock, or an hour after sunset. I told them of March and his position on the ice.—They immediately went off in search of him, and, after several hours' unavailing attempt to find him, returned. As was afterward discovered March had made a final effort to follow after me, but his faculties were now numbed with the fatal frost sleep that had been settling upon him, and he went off from the rock in a direction contrary to the course I had taken, and, having fallen on the ice, slumbered away into eternity.

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