

Alexandria Gazette.

SAURDAY EVENING, JAN. 12, 1901

The Irish Hedge School. The educational structure for which, taking advantage of the toleration of government, the hedge schoolmaster abandoned his al fresco establishment, was a very humble one of its kind.

It was not a very formidable undertaking. A deep, dry ditch or trench by the roadside was usually selected for the site. At the side of the trench an excavation of the requisite area was dug, so that the clay bank formed three sides of the inclosure. This saved the trouble of building walls. Then the fourth side, or front side wall, with a door and two windows, was built of green sods laid in courses, while similar sods raised the back to the required height and pointed the gable ends.

Young trees and wattles cut from the nearest wood and bound together with straw ropes and withes formed the roof timbers. Over these were spread brambles, then came a layer of "scraws," or slabs of healthy bog surface, and over all a thatching of rushes. The earthen floor was paved to an approach to a level, the rubbish cleared away, and a pathway made to the public road. There was your hedge school-house, ready for business.—Donahoe's Magazine.

It Killed the Bear. A man who had experience in Alaska was listening to a group of citizens discussing the weather and broke in on the talk thus:

"Bah, you fellows don't know what changeable weather is. You think it's always cold in Alaska, do you? Well, just let me tell you a little personal experience of mine. One day I went hunting with a party of miners. The weather was quite warm when we started, and I perspired freely. Suddenly it turned bitterly cold, and large icicles formed on my whiskers (I had grown a full beard). Crossing a small canyon, I came face to face with a big, ugly looking bear. I had nothing but powder in my gun, and the man with the cartridges was away behind me, so as a desperate resort I rammed the icicles from my beard into the gun and blazed away."

"And what happened?" said one of the crowd eagerly. "Why, I struck him squarely in the head and killed him." "Killed him? Impossible!" chorused the crowd. "But it did, I tell you. The temperature suddenly turned warm again, melting the icicles, and the bear died from water on the brain."—Detroit Free Press.

Dangerous Factories. Not far from the heart of New York City is a factory for the manufacture of deadly poisons in quantities large enough to annihilate the entire population of New York. The factory is so guarded that even its next door neighbors need have no fear of it, but the possibilities there excite the imagination. No one may enter it without a special permit. The employees are all skilled men, well aware of the danger of the slightest carelessness. They manufacture, among other things, pure anhydrous acid, which is so dangerous that in its pure state it is not placed in the market. There is instant death in its fumes if they are permitted to escape. Nitric acid is stored in another part of the factory in big glass carboys. The men who work in this factory realize that a broken carboy of nitric acid would mean a disaster, and they treat it with the respect which it deserves. This factory and others like it are guarded more carefully than a safety deposit vault.—New York Sun.

When Bathing Was Rare. In some old court memoirs of the eighteenth century which have recently been called again to attention it is stated that when George IV was a baby he was bathed only once a fortnight. That was thought to be plenty often enough in those days for a child to be washed. When one of George's little sisters had measles, the royal mother gave most careful instructions that the child's linen was not to be changed too soon, as she feared that some careless attendant would clothe it in garments insufficiently aired and so "drive in the rash." In those days people were much afraid of clean linen and bathing. It was believed the complete bodily ablutions were weakening, yet price, pearl and peasant alike doled in at every ailment the doctors of the period, who bled them into a state of weakness and sometimes death.

And Still She Wept. Toto was crying. "What's the matter?" asked one of her father's friends. "I've lost my 2 cents!" she wailed. "Well, never mind. Here are 2 cents," said the friend. Soon Toto was crying harder than ever. "What's the matter now?" she was asked. "I'm crying because if I hadn't lost my 2 cents I'd had 4 now!" was her reply.—Detroit Free Press.

His Bump. "This," said the eminent phenologist, "is the bump of intelligence, and"— "Heah, boss, quit pinchin dat bump so sportfically," protested Uncle Eben. "My hand ain't felt good sence de ole woman rapped me dar wid a rollin pin, an yo' bet I've got more 'teligence in dat bump dan ter get in 'er way ergin."—Denver Times.

The Japanese language is said to contain 100,000 words. It is quite impossible for one man to learn the entire language, and a well educated Japanese is familiar with only 10,000 words.

Ceremony was invented by a wise man to keep fools at a distance.—Chicago News.

Such little pills as DeWitt's Little Early Bitters are very easily taken, and they are wonderfully effective in cleansing the liver and bowels.

RAILROADS.

PENNSYLVANIA RAILROAD.

STATION CORNER OF SIXTH AND E STREETS.

For Alexandria 4 30, 7 46, 10 55 and 11 41 A. M. 3 12, 4 26, 6 00 and 7 00 P. M. Sunday 4 30, 7 46 and 10 55 A. M. and 3 12, 6 00 and 7 46 P. M.

For Washington 6 44, 9 00 and 9 29 A. M., 12 14, 3 03, 7 20, 9 13 and 11 03 P. M. Sunday 6 44, 9 29 and 11 51 A. M., 7 20, 9 13 and 11 03 P. M.

7 45 A. M. Week Days. PITTSBURG EXPRESS.—Parlor and Dining Cars, Harrisburg to Pottsville.

10 50 A. M. PENNSYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking and Observation Cars Harrisburg to Chicago, Cincinnati, Indianapolis, St. Louis, Cleveland and Toledo. Buffet Parlor Car to Harrisburg.

10 50 A. M. EAST LINE.—Pullman Parlor Car to Harrisburg. Buffet Parlor Car Harrisburg to Pittsburg.

3 30 P. M. CHICAGO AND ST. LOUIS EXPRESS.—Sleeping car Washington to St. Louis and Washington to Toledo, and sleeping and Dining Cars Harrisburg to Indianapolis, St. Louis, Nashville (via Cincinnati and Louisville) and Chicago; connects for Toledo.

7 45 P. M. WESTERN EXPRESS.—Pullman Sleeping Car to Pittsburg and Chicago Dining Car to Pittsburg.

7 45 P. M. CLEVELAND AND CINCINNATI EXPRESS.—Pullman Sleeping Car Washington to Pittsburg and Harrisburg to Cleveland and Cincinnati. Dining Car to Cleveland and Cincinnati.

10 40 P. M. PACIFIC EXPRESS.—Pullman Sleeping Car to Pittsburg.

7 45 A. M. For Kane, Canadajuga, Locomoco and Niagara Falls daily, except Sunday.

10 50 A. M. For Elmira and Rensselaer daily, except Sunday. For Williamsport daily at 8 30 P. M.

7 45 P. M. daily for Williamsport and Buffalo (via Emporium Junction) through Buffet Sleeping Car for Rochester, Erie, Buffalo and Niagara Falls daily. Pullman Sleeping Car Washington to Rochester Saturdays only.

10 40 P. M. For Erie, Canadajuga, Rochester Buffalo and Niagara Falls daily. Pullman Sleeping Car Washington to Rochester Saturdays only.

FOR PHILADELPHIA, NEW YORK AND THE EAST. 4 00 P. M. "CONGRESSIONAL LIMITED," daily, all Parlor Cars, with Dining Car from Baltimore.

Express at 7 00 (Dining Car), 7 57, 8 15, 9 00, (Dining Car) 10 00 (Dining Car), and 11 00 (Dining Car from Wilmington) A. M. 12 45, 3 15, 4 00 (Dining Car from Baltimore), 6 50, 10 00, and 11 50 P. M. On Sunday 7 00 (Dining Car), 7 57, 8 15, 9 00, 9 00 (Dining Car), and 11 00, (Dining Car from Wilmington) A. M., 12 15, 3 15, 4 00 (Dining Car from Baltimore), 6 50, 10 00, and 11 50 P. M. On Sunday 7 00, 7 57, 8 15, 9 00, 9 05, 10 50 and 11 00 A. M., and 12 15, 1 15, 2 01, 3 15, 3 40, 4 00, 4 45, 5 30, 6 15, 6 50, 7 45, 8 30, 9 15, 10 00, 10 40, 11 00, 11 50 P. M. daily.

For Boston, without change, 7 45 A. M. week days, and 4 50 P. M. daily. For Baltimore 6 20, 7 00, 7 45, 7 57, 8 15, 9 00, 10 00, 10 50, 11 00, 11 50 P. M., and 12 15, 1 15, 2 01, 3 15, 3 40, 4 00 (incl. 4 10, 4 20, 4 31, 4 55, 5 40, 6 15, 6 50, 7 45, 10 00, 10 40, 11 00, 11 50 P. M. On Sunday 7 00, 7 57, 8 15, 9 00, 9 05, 10 50 and 11 00 A. M., and 12 15, 1 15, 2 01, 3 15, 3 40, 4 00, 4 45, 5 30, 6 15, 6 50, 7 45, 8 30, 9 15, 10 00, 10 40, 11 00, 11 50 P. M. daily.

For Annapolis 7 00 and 9 00 A. M., and 12 15 and 5 40 P. M. daily except Sunday. Sunday 9 00 A. M., and 5 40 P. M. Express for Florida and points on Atlantic Coast Line 4 30 A. M., and 3 12 P. M. daily; Richmond only 11 41 A. M. week days, and 5 P. M. daily. Express for Florida and points on Seaboard Air Line 10 55 A. M., and 6 55 P. M. daily. Accommodation for Quantico, 7 45 A. M. daily, and 4 25 P. M. week days.

SEASHORE CONNECTIONS. For Atlantic City (via Delaware river bridge, all rail route), 3 15 (4 00 "Congressional Limited") and 11 50 p. m. daily. Via Market street wharf 10 00 and 11 a. m., 12 45 p. m. week days, 11 50 p. m. daily. For Cape May 11 00 a. m., week days, and 11 50 p. m. Ticket office, corner 15th and G Streets and at the station, Sixth and B Streets, where orders can be left for the checking of baggage to destination from hotels and residences. J. B. HUTCHINSON, J. E. WOOD, General Manager. General Passenger Agent.

RAILROADS.

Southern Railway.

Schedule in effect January 3, 1901.

Trains leave Alexandria: 8:23 A. M.—Daily—Local for Harrisonburg and Charlottesville. 11:35 A. M.—Daily—U. S. Post Mail, Sleeping cars to New Orleans, Columbia, Savannah and Jacksonville, uniting at Salisbury with sleeper for Asheville, Chattanooga and Memphis, and at Danville with sleeper for Birmingham and Mobile. Through cars to New Orleans. Dining car service. 11:57 A. M.—Daily—Local for Charlottesville.

4:23 P. M.—Week Days—Local for Front Royal, Strasburg and Harrisonburg. 4:52 P. M.—Daily—Local for Charlottesville. 10:15 P. M.—Daily—New York and Florida Express. Sleeping cars to Augusta, with connections for Aiken and Charleston, and to Savannah, Jacksonville and Port Tampa. Through cars to Jacksonville. Dining car service.

10:15 P. M.—Daily—Washington and Chattanooga Limited (via Lynchburg). Sleeping cars to Roanoke, Knoxville, Chattanooga, Memphis and New Orleans. Through coach, 11:18 A. M. Dining car service and 9:20 p. m. 11:05 P. M.—Daily—Washington and Chateaufort Limited. Sleeping cars to Asheville, Knoxville, Chattanooga and Nashville, and to Atlanta, Macon, Birmingham, Memphis, Montgomery, Mobile and New Orleans. Dining car service. Sleeping Car Washington to Lynchburg, N. C., Tuesdays and Thursdays. Sunset Route. Tourist sleeper Washington to San Francisco Monday, Wednesdays and Fridays.

THAINS ON WASHINGTON AND OHIO DIVISION. Leave Alexandria 9:08 A. M. daily; 4:40 p. m. week days; 6:33 p. m. Saturdays only for Leesburg; 6:33 p. m. week days for Herndon. Returning, arrive at Alexandria 8:27 a. m. daily; 2:37 p. m. week days from Leesburg; 7:52 p. m. Sundays only from Leesmont.

Through trains from the South arrive at Alexandria: 6:17 a. m., 7:15 a. m. and 1:55 p. m., and 8:30 p. m. daily. From Harrisonburg, 11:18 a. m. daily, and 9:20 p. m. daily. From Charlottesville, 1:15 a. m., and 9:20 p. m. daily.

For detailed schedule figures, tickets, Pullman reservation, etc., apply to A. C. MOSS, ticket agent, Alexandria, Va. G. M. FRANKLIN, General Agent, V. P. & C. M. S. H. BROWN, Gen. Passenger Agent, L. S. HADWIN, General Agent, Washington, D. C.

WASHINGTON, ALEXANDRIA AND MOUNT VERNON RAILWAY. In Effect November 1, 1900. FOR WASHINGTON. Leave Alexandria, corner King and Royal streets, also stop at King and Washington, and King and Payne streets, week days, at 5 55, 6 25, 6 55, 7 20 (express), 7 41, 7 58, 8 20 (express), 8 30, 9 00, 9 30, 10 00, 10 30, 12 45, 1 15, 2 45, 3 15, 3 45, 4 15, 4 45, 5 15, 5 45, 6 15, 6 45, 7 15, 7 45, 8 15, 8 45, 9 30, 10 15 and 11 15 p. m. Leave Alexandria for Four Mile Run, (in addition to local trains for Washington) week days, at 11 55 p. m. and 12 25 a. m. Sundays, 11 52 p. m. and 12 25 a. m.

FOR ALEXANDRIA. Leave Washington, from the corner of Pennsylvania avenue and 13th street, week days, 6 30, 7 04, 7 30, 8 00, 8 35, 8 59, 9 25, 10 00, 11 00, 11 30 a. m. 12 05 (express), 12 20, 12 45, 1 00, 1 25, 2 00, 2 30, 2 55 (express), 3 10, 3 59, 4 15 (express), 4 35, 4 50, 5 10, 5 24 (express), 5 40, 6 04, 6 30, 7 06, 7 30, 8 00, 8 45, 9 10, 10 15, 11 20 and 11 59 p. m. Sundays—7 45, 9 00, 9 45, 10 30, 11 00, 11 30 a. m., 12 00 noon, 12 30, 1 00, 1 30, 2 00, 2 30, 3 00, 3 30, 4 00, 5 00, 5 30, 6 00, 6 30, 7 00, 7 30, 8 00, 8 45, 9 30, 10 15, 11 20 and 11 55 p. m.

Leave Four Mile Run (in addition to local trains from Washington) week days, 6 30, 6 07, 6 35 and 7 05 a. m. Sundays, 6 40 a. m. 11 50 p. m.

FOR MOUNT VERNON. Leave Alexandria for Mount Vernon, week days, at 5 55, 7 02, 8 35, 10 32, 11 32 a. m. 12 32, 1 32, 2 32, 3 27, 4 43, 5 51, 7 38, and 10 02 p. m. Leave Mount Vernon, week days, at 6 44, 8 20, 9 15, 10 15, 11 15, 12 20, 20, 30, 40, 50, 60, 70, 80, 90, 100, 110, 120 p. m. Sundays—7 40, 10 15 a. m., 1 15, 3 15, 5 30, 8 55, and 10 40 p. m.

FOR ROSSLYN. Leave Alexandria for Rosslyn, week days 5 55, 6 25, 6 55, 7 20, 7 58, 8 30, 9 00, 10 00, 10 35 a. m., 12 15, 12 40, 1 40, 2 40, 3 45, 4 50, 5 31, 5 45, 6 05, 7 00, 8 00, 9 00, 10 00, 11 00, 11 45, 12 45, 1 45, 2 45, 3 45, 4 45, 5 45, 6 45, 7 45, 8 45, 9 45, 10 45, 11 45, 12 45 p. m. Leave Rosslyn for Alexandria, week days, 7 00, 7 30, 8 00, 8 30, 9 00, 9 30, 10 00, 10 30, 11 00, 11 30, 12 00, 12 30, 1 00, 1 30, 2 00, 2 30, 3 00, 3 30, 4 00, 4 30, 5 00, 5 30, 6 00, 6 30, 7 00, 7 30, 7 57, 8 27, 8 57, 9 27, 9 57, 10 27, 10 57 and 11 27 a. m. Sundays—5 56, 9 42, 10 25 and 11 21 a. m., 12 21, 1 21, 2 21, 3 21, 4 21, 5 21, 6 21, 7 21 and 8 21 p. m.

Baggage checked and carried on the following trains from Alexandria for Washington week days, 8 30 and 10 35 a. m., 1 26, 3 00 and 6 05 p. m. Sundays—8 15 a. m. and 6 15 p. m. Parcels carried daily, morning and evening, in each direction. No freight accepted unless delivered at the station at least 30 minutes before the departure of the freight train.

G. E. ARNOT, J. COLVIN, President, Superintendent.

ARLINGTON & FALLS CHURCH LINE. Cars leave Alexandria for Arlington, Falls Church and Falls Church at 6 25, 6 50, 7 30, 8 30, 9 30, 10 30 and 11 30 a. m., 12 30, 1 30, 2 30, 3 30, 4 00, 4 30, 5 00, 5 30, 6 00, 6 30, 7 00, 8 00, 9 00, 10 00, 11 00 and 12 00 p. m. For Arlington, Columbia and Nanck at 6 30, 6 50, 7 30, 7 50, 8 45, 9 45, 10 45, 11 45, 12 45 a. m., 12 45, 1 45, 2 45, 3 45, 4 45, 5 45, 6 45, 7 45, 8 45, 9 45, 10 45 and 11 50 p. m. feb3

OPENING AND CLOSING OF MAILES. Northern mails, week days, close at 7 30 a. m. and 1 15, 2 50, 6 00 and 7 55 p. m. Open at 8 00 a. m., 12 00 m. and 4 30 p. m. On Sundays Northern mails close at 1 30 a. m. and 7 20 p. m.

Southern mails via Charlottesville, close at 7 50 and 10 55 a. m. and 2 45 and 7 55 p. m. Open at 8 00 a. m. and 2 30 and 4 30 p. m. Southern mails via Richmond, close at 11 30 a. m. and 2 50 and 7 55 p. m. Open at 8 a. m. and 1 and 4 p. m. Manassas Division mails close at 7 50 a. m. and 3 45 p. m. Open at 1 p. m. Alexandria and Round Hill mails close at 7 25 a. m. and 4 p. m. Open at 9 00 a. m. and 3 30 p. m.

Chesapeake and Ohio mails close at 2 45 p. m. and 7 55 p. m. Open at 8 00 a. m. and 3 30 p. m. Washington mails close at 7 40 and 11 45 a. m., and 1 15, 2 50, 6 00 and 7 55 p. m. Open at 8 00 a. m., 12 00 m. and 3 30 p. m. Office Hours—Open at 8 00 a. m. Close at 6 00 p. m. Busy Hours—Open at 9 00 a. m. Close at 9 30 p. m. Carriers' Schedule—Collection made on made routes—6 30 and 10 00 a. m. and 3 00 and 5 30 p. m. Full route—8 30 a. m. and 5 30 p. m. Sunday collection 6 00 p. m. Carriers' schedule on Sunday 9 00 a. m. and close 9 30 a. m. Daily routes made 8 00 a. m., 1 00 p. m., and 4 15 p. m. All mail should be in office ten minutes before hour indicated for closing.

Quality and not quantity makes DeWitt's Little Early Bitters such valuable little liver pills.

STEAMERS.

Weems Steamboat Co.

Commencing Thursday, December 27, the palatial steamer:

POTOMAC Will leave EVERY THURSDAY AT 4:30 P. M. FOR BALTIMORE AND ALL THE USUAL RIVER LANDINGS. Cabin and appointments unexcelled. Freight for Baltimore, Philadelphia and New York collected and handled with care. Through rates and bills of lading issued. Single fare to Baltimore, \$2; round trip, \$3. Steerage one way, \$1.50. W. M. KEARSON, Agent, WM. M. KEARSON, Agent, Strand.

WASHINGTON STEAMBOAT COMPANY (LIMITED). Round Trip, 15 Cents. In effect on and after MONDAY, September 19, 1898. Leave Washington Leave Alexandria.

Table with columns for destination (Columbia, Belle Haven, etc.) and departure times (A. M., P. M.).

N. B. Same schedule Sundays, commencing at 9 30 a. m. POTOMAC RIVER LANDINGS—STEAMER WAKEFIELD leaves Washington Mondays at 7 00 a. m., and Alexandria at 9 00 a. m., for landings as far as Nomini and on Wednesdays and Saturdays at same hours for St. Clement's Bay and Leonardtown. C. W. RIDLEY, General Manager, JOHN B. PADGETT, Agent.

DAILY LINE TO NORFOLK AND PORT ROSS MORGAN. The Norfolk and Washington Steamboat Company Will run a DAILY LINE, commencing on Monday, March 30, with their new and powerful iron steamers

NEWPORT NEWS, WASHINGTON AND NORFOLK, Leaving the wharf at the foot of Prince street at 7 00 p. m. Returning will leave Norfolk at 5 45 p. m. Single fare \$3. Round trip \$5. C. W. WATLIES, Agent, No. 3 Prince street.

DRUGGISTS. CLARA L. LEADBEATER, C. LEADBEATER, E. LEADBEATER, J. LEADBEATER. E. S. LEADBEATER & SONS, WHOLESALE AND RETAIL DRUGGISTS, 105 and 107 North Fairfax street.

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During a business existence of twenty-nine years this company has paid Fire losses amounting to \$750,000. Its assets are never contested a just claim, but by prompt and equitable settlement of losses has secured the confidence of the insuring public. The stockholders have received in dividends the sum of \$94,621.00.

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The market reports and commercial features put the farmer, the merchant and the broker in close touch with the markets at Baltimore, Norfolk, Charleston, New York, Chicago, Philadelphia and other places which are prominent centres. From now on the news of the world promises to be more interesting than ever before, and national and political questions will arise, making probably the most eventful period in the country's history.

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We have made large additions to our stock and are buying leading Proprietary Articles, Chemicals, etc., direct from the manufacturers. We are therefore enabled to supply the trade with all goods usually carried by a well-appointed WHOLESALE DRUG HOUSE at prices as low as those given by the best houses in larger cities. All goods forwarded by first freight or express after receipt of order. Promptness in our specialties. We guarantee the purity of all drugs furnished. Correspondence invited.

WARFIELD & HALL, DRUGGISTS, CORNER PRINCE AND FAIRFAX STS. Prescriptions a specialty. English, French, German and Domestic Toilet Soap; Genuine Factice Colgate; Magnesia; Hair Cream; Glycerin and Florida Water; Genuine Lubin's Extracts; Sponges, Hair Brushes and Combs; best English Tooth Brushes; a full assortment of Patent Medicines; Cox's Gelatine, Corn Starch, Sea Moss Fasting, Spices of all kinds, and a select stock of all articles sold by druggists at prices as low as the same quality can be obtained elsewhere.

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WE KEEP A FULL SUPPLY OF THE CELEBRATED KRETOL REMEDIES, for the cure of Eczema, Diptheria, Hair Tonic, Veitvet Lotion, Bath Selections, Catarrh Cure, WARFIELD & HALL, Corner Prince and Fairfax streets.

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