

Alexandria Gazette

ALEXANDRIA, VA., MONDAY EVENING, OCTOBER 10, 1910.

PRICE 2 CENTS.

VOLUME CXI.--NO. 240

A Reliable Remedy FOR CATARRH Ely's Cream Balm
Is quickly absorbed. Does not irritate. It cleanses, soothes, heals and protects the diseased membrane from Catarrh and drives away all the mucus. Restores the Senses of Taste and Smell. Full sized 50 cts. at Druggists or by mail. Liquid Cream Balm for use in atomizers 75 cts. Ely Brothers, 50 Warren Street, New York.

JOHN P. ROBINSON, President. GEO. S. FRENCH, Secretary.

Alexandria Fertilizer and Chemical Company.
MANUFACTURERS OF Fertilizers, Fertilizer Materials and Sulphuric Acid.

Ask your dealer for the Alexandria Fertilizer and Chemical Co.'s Products.
Capacity: 50,000 tons per annum.
Princess Street and Potomac River Wharf, Alexandria, Virginia.

RAILROADS

Southern Railway.

Trains leave Union Station, Alexandria, in effect October 2, 1910.

N. P.—Following schedule figures published only as information, and are not guaranteed.

7:47 A. M.—Daily local between Washington and Danville.

8:47 A. M.—Daily—Local for Harrisonburg and way stations.

9:17 A. M.—Daily—U. S. Fast Mail Stops only for passengers for points south of which scheduled to stop. First class coaches; sleeping cars to Birmingham and drawing room sleeping cars to New Orleans. Dining car service.

11:17 A. M.—Daily—Mail train. Coaches for Manassas, Charlottesville, Lynchburg, Danville and Greensboro. Sleeping cars Greensboro to Atlanta.

4:47 P. M.—Week days—Local for Warrenton and Harrisonburg.

4:52 P. M.—Daily—Birmingham special. Sleeping cars between New York, Augusta, Aiken and Jacksonville. Sleeper to Birmingham. Through first-class coaches between Washington and Jacksonville. Dining car service. Tourist to California four times weekly.

5:52 P. M.—Week days—Local for Harrisonburg and way stations on Manassas branch. Pullman buffet parlor car.

6:12 P. M.—Daily—Local for Warrenton and Charlottesville.

8:57 P. M.—Daily—Washington and Chattanooga Limited (via Lynchburg). First-class coach and sleeping cars to Roanoke, Knoxville and Washington to Roanoke. Dining car service.

11:02 P. M.—Daily—New York, Atlanta and New Orleans express. All Pullman train, club and observation cars to New Orleans. Sleeping cars to Asheville, Atlanta, Macon and New Orleans. Dining cars to Charlotte, Washington and Jacksonville.

4:27 A. M.—Daily—Memphis special. Sleeping cars and coaches for Roanoke, Knoxville, Nashville, Chattanooga and Memphis. Dining car service. Washington sleeping cars open 10:30 P. M.

Through trains from the south arrive at Alexandria 6:13 and 6:28 and 10:23 a. m., 2:45, 10:13 and 11:58 P. M. daily. Harrisonburg 11:38 A. M. week days and 9:13 P. M. daily. From Charlottesville 9:23 A. M.

TRAINS ON BLUEMONT BRANCH.

Leave Alexandria (W. & O. Station) week days at 8:22 A. M., 3:55 and 4:55 for Bluemont; 6:32 P. M. week days for Bluemont; 4:55 P. M. daily for Bluemont and 9:25 A. M. local, on Sundays only for Bluemont.

For detailed schedule figures, tickets, Pullman reservation, etc., apply to WILLIAM G. LEHRF, Union Ticket Agent, Alexandria, Va.

E. H. COLEMAN, General Manager. S. H. HARRIS, Pass. Agr. Mgr. H. F. CARY, General Passenger Agent. L. S. Brown, General Agent, Washington, D. C.

Washington Southern Ry.

Schedule in effect May 15, 1910.

Trains leave Union Station for Washington and points north at 7:43, 8:08, 8:23 and 8:32 a. m., 12:01, 2:30, 8:07, 8:18 and 11:55 p. m. daily.

For Fredericksburg, Richmond and points south at 4:37, 7:53 (local) and 10:22 a. m., 12:16, 4:22, 5:17 (local) 7:42 and 9:57 p. m.

Accommodation for Fredericksburg at 11:13 a. m. daily. On week days this train runs through to Mt. Vernon.

Notes—Time of arrivals and departures and connections not guaranteed.

W. P. LAYLER, Traffic Manager, Richmond, Va.

Washington, Alexandria & Mt. Vernon Railway.

In effect May 1, 1910.

LEAVE ALEXANDRIA.

For Washington, from corner Prince and Royal streets, week days, at 5:40, 6:05, 6:25, 6:30, 6:40, 6:55, 7:05, 7:15, 7:30, 7:40, 7:53, 8:03, 8:15, 8:25, 8:35, 8:50, 9:10, 9:30, 9:50, 10:10, 10:30, 10:50, 11:10, 11:25, 11:30, 11:50 a. m., 12:10, 12:25, 12:30, 12:50, 1:10, 1:25, 1:30, 1:50, 2:10, 2:25, 2:30, 2:50, 3:05, 3:25, 3:35, 3:50, 4:10, 4:25, 4:30, 4:40, 4:55, 5:10, 5:25, 5:35, 5:50, 6:05, 6:20, 6:30, 6:45, 7:00, 7:15, 7:25, 8:05, 8:30, 9:00, 9:15, 10:00, 10:30, 11:10 and 11:55 p. m.

Sundays—7:00, 7:25, 8:10, 8:30, 8:40, 9:00, 9:20, 9:40, 10:00, 10:30, 11:00, 11:20 and 11:50 a. m., 12:00, 1:00, 1:30, 2:30, 3:30, 4:30, 5:30, 6:30, 7:30, 8:30, 9:30, 10:30, 11:30 a. m., 12:30, 1:30, 2:30, 3:30, 4:30, 5:30, 6:30, 7:30, 8:40 and 10:16 p. m.

FOR MOUNT VERNON.

Leave Alexandria for Mount Vernon, week days, at 5:45, 6:36, 7:56, 8:51, 10:25, 11:52 a. m., 12:25, 1:25, 2:25, 3:25, 4:30, 5:35, 6:30, 7:30, 8:50, 9:50, 10:50 and 11:50 p. m.

Sundays—7:00, 8:30, 9:30, 10:30, 11:30 a. m., 12:30, 1:30, 2:30, 3:30, 4:30, 5:30, 6:30, 7:30, 8:40 and 10:16 p. m.

FOR MOUNT VERNON.

Leave Alexandria for Mount Vernon, week days, at 5:45, 6:36, 7:56, 8:51, 10:25, 11:52 a. m., 12:25, 1:25, 2:25, 3:25, 4:30, 5:35, 6:30, 7:30, 8:50, 9:50, 10:50 and 11:50 p. m.

Sundays—7:00, 8:30, 9:30, 10:30, 11:30 a. m., 12:30, 1:30, 2:30, 3:30, 4:30, 5:30, 6:30, 7:30, 8:40 and 10:16 p. m.

FOR MOUNT VERNON.

Leave Alexandria for Mount Vernon, week days, at 5:45, 6:36, 7:56, 8:51, 10:25, 11:52 a. m., 12:25, 1:25, 2:25, 3:25, 4:30, 5:35, 6:30, 7:30, 8:50, 9:50, 10:50 and 11:50 p. m.

Sundays—7:00, 8:30, 9:30, 10:30, 11:30 a. m., 12:30, 1:30, 2:30, 3:30, 4:30, 5:30, 6:30, 7:30, 8:40 and 10:16 p. m.

FOR MOUNT VERNON.

Leave Alexandria for Mount Vernon, week days, at 5:45, 6:36, 7:56, 8:51, 10:25, 11:52 a. m., 12:25, 1:25, 2:25, 3:25, 4:30, 5:35, 6:30, 7:30, 8:50, 9:50, 10:50 and 11:50 p. m.

Sundays—7:00, 8:30, 9:30, 10:30, 11:30 a. m., 12:30, 1:30, 2:30, 3:30, 4:30, 5:30, 6:30, 7:30, 8:40 and 10:16 p. m.

FOR MOUNT VERNON.

Leave Alexandria for Mount Vernon, week days, at 5:45, 6:36, 7:56, 8:51, 10:25, 11:52 a. m., 12:25, 1:25, 2:25, 3:25, 4:30, 5:35, 6:30, 7:30, 8:50, 9:50, 10:50 and 11:50 p. m.

Sundays—7:00, 8:30, 9:30, 10:30, 11:30 a. m., 12:30, 1:30, 2:30, 3:30, 4:30, 5:30, 6:30, 7:30, 8:40 and 10:16 p. m.

FOR MOUNT VERNON.

Leave Alexandria for Mount Vernon, week days, at 5:45, 6:36, 7:56, 8:51, 10:25, 11:52 a. m., 12:25, 1:25, 2:25, 3:25, 4:30, 5:35, 6:30, 7:30, 8:50, 9:50, 10:50 and 11:50 p. m.

Sundays—7:00, 8:30, 9:30, 10:30, 11:30 a. m., 12:30, 1:30, 2:30, 3:30, 4:30, 5:30, 6:30, 7:30, 8:40 and 10:16 p. m.

FOR MOUNT VERNON.

Leave Alexandria for Mount Vernon, week days, at 5:45, 6:36, 7:56, 8:51, 10:25, 11:52 a. m., 12:25, 1:25, 2:25, 3:25, 4:30, 5:35, 6:30, 7:30, 8:50, 9:50, 10:50 and 11:50 p. m.

Sundays—7:00, 8:30, 9:30, 10:30, 11:30 a. m., 12:30, 1:30, 2:30, 3:30, 4:30, 5:30, 6:30, 7:30, 8:40 and 10:16 p. m.

FOR MOUNT VERNON.

Leave Alexandria for Mount Vernon, week days, at 5:45, 6:36, 7:56, 8:51, 10:25, 11:52 a. m., 12:25, 1:25, 2:25, 3:25, 4:30, 5:35, 6:30, 7:30, 8:50, 9:50, 10:50 and 11:50 p. m.

Sundays—7:00, 8:30, 9:30, 10:30, 11:30 a. m., 12:30, 1:30, 2:30, 3:30, 4:30, 5:30, 6:30, 7:30, 8:40 and 10:16 p. m.

FOR MOUNT VERNON.

Alexandria Gazette.

PUBLISHED DAILY AND TRI-WEEKLY AT GAZETTE BUILDING, 310 and 312 PRINCE STREET.

[Entered at the Postoffice of Alexandria, Virginia, as second-class matter.]

TERMS: Daily—1 year, \$5.00; 6 months, \$2.50; 3 months, \$1.25; 1 month, 43 cents; 1 week, 10 cents.

Tri-weekly—1 year, \$3.00; 6 months, \$1.50; 3 months, 75 cents; 1 month, 25 cents.

Contract advertisers will not be allowed to exceed their space unless the excess is paid for at transient rates, and under no circumstances will they be allowed to advertise other than their legitimate business in the space contracted for.

Resolutions in memoriam, of thanks, tributes of respect, resolutions adopted by societies or persons, unless of public concern, will be printed in the paper as advertisements.

WANTS HIGHER RATES.

By granting an appeal Saturday to the Washington Southern Railway from the ruling of the State Corporation Commission in the matter of the 2 1/2 cent passenger rate case, Judge Keith, president of the Virginia Court of Appeals, threw wide open the old railroad tariff question, and should the higher tribunal decide for the plaintiff in this suit, every road in the state, it is confidently expected, will immediately institute action to recover their old 3 cent rate.

When the commission promulgated its rule in 1907, declaring that the roads should not charge more than 2 cents per mile for intrastate business, this rate being subsequently increased to 2 1/2 cents a mile, the Richmond, Fredericksburg and Potomac road refused to accept the decision of the rate fixing power, and immediately began preparations for contest.

As that part of the Richmond to Washington line known as the Washington-Southern Railway, and operating from Quantico to Alexandria, was the smallest part of the general system, and could consequently be more easily considered, it was deemed wisest to let this portion of the line bring individual suit.

The record of the case filed by Attorney Hill Carter, counsel for the Washington-Southern, is voluminous.

Two principal reasons are given as to why the appeal should be granted, and now that the appeal has been granted, these may be considered as the basis of the judge's action.

First is the statement and proof that the road carries no watered stock, and has never carried any such security either in construction or operation. All the stocks outstanding represent, according to the statement, actual capital invested, and consequently whatever is earned is not paid out in dividends upon certificates which represent no money invested.

The second argument is that the road is operating under the ruling of the State Corporation Commission has done so at an actual loss, since with the largely increased cost of maintenance, the revenue derived on the reduced rate basis fails to meet the necessary figure.—[Richmond Virginian.]

CONDITIONS IN LISBON.

The religious congregations are for the time being the chief objects of public attention and preparations are being made for a general expulsion. Two hundred and thirty-three nuns are gathered at the naval arsenal, ready to be sent out of the country. The children who have been under the guardianship of the convents and monasteries have been returned to their families.

Cardinal Joseph Sebastiani Neto, ex-patriarch of Lisbon, is among the ecclesiastics expelled. The bishop of Beja has also crossed the frontier. The provisional Minister of Justice, Alfonso Costa, in the course of an interview yesterday said:

"The solution of the problem of the congregations is not difficult. The government only needs to prevent a continuance of religious settlements, all of which are illegal. The dissolution will occur without trouble, and the consecration of property will follow in due course.

On Saturday evening there was great excitement in various parts of the city in consequence of attacks upon the convents, and particularly the assault against the Jesuit monastery in the Rua do Quelhas, which was surrounded by shouting crowds. Cavalry patrolled the streets, and from time to time rifle shots were heard.

Public curiosity in the flight of King Manuel and the other members of the royal family has been awakened by a violent attack on Manuel's courage contained in an article appearing in the newspaper O Dia, the organ of Dr. Jose de Alpeim, chief of the progressive dissidents. This recital of the king's experiences represents Manuel as cringing in fear, stretched shudderingly on a divan, while exploding shells shrieked about the palace; then, deathly pale, tottering about the room, wondering whether the fate of the father would be visited on the son.

New details of the king's flight, gleaned from attendants, show that when Manuel arrived at Mafra he entered a bedroom, saying: "Let us sleep. Our patrol will watch over us." The morning, however, brought a blight to his hopes, and the departure for Ericeira was hurriedly decided upon. As the king was without baggage and little money, the attendants bought bread and tobacco at a nearby shop.

There is intense excitement among the population at Oporto. The police, fearing attacks on the clergy, have taken measures to protect them.

The men of the warships stationed in the port are said to be in a dangerous mood and a conflict is expected.

DISASTROUS FOREST FIRES.

Beaquette, Spooner, Pitt and Graceton, Minn., have been wiped off the

map of Minnesota by the most terrible forest fire ever experienced by Minnesota settlers. The bodies of 75 settlers have been located and it is thought that the death rate among the settlers will be upwards of 300.

Wagon loads of dead bodies are being brought into the railway station at Beaquette constantly.

It is reported that many settlers crazed with grief with the loss of families and property, are roaming the woods and searching parties are constantly going out after the injured, the dead and the demented. One family of nine, one of seven and one of five were wiped out on Friday night.

Saturday a cyclone of fire struck Beaquette and Spooner and within three minutes after the first alarm every building was ablaze, and within an hour they were heaps of ashes. The people of these two towns had just sufficient time to get out of their homes with what they had on their backs, taking nothing else with them.

The whole country east of Warrad is on fire. Roosevelt, Swift, Williams and Cedar Spur are in great danger. All the women and children are being rapidly removed to places of safety. Five thousand are homeless and the greater part of them destitute.

Yesterday morning Warrad was on fire from the International bridge to Sixth street, a distance of half a mile. Included in the burned area are the Rat Portage Lumber Company's mill and lumber yard, containing 10,000,000 feet of lumber; the Western Canada Flour Mills Company and surrounding buildings.

There are 50 houses burned and scores of people are homeless. Fire is raging in the woods as far as can be seen along the south bank of Rainy river.

Ely's Cream Balm has been tried and not found wanting in thousands of homes all over the country. It has won a place in the family medicine chest among the reliable household remedies where it is kept at hand for use in treating cold in the head just as soon as some member of the household begins the preliminary sneezing or snuffling. It gives immediate relief and a day or two's treatment will put a stop to a cold which might, if not checked, become chronic and run into a bad case of catarrh.

FEARS ROOSEVELT.

Prof. Richard Heath Dabney, Corcoran professor of history at the University of Virginia, while lecturing to one of his classes one morning last week made a statement which all thinking men should heed.

"Theodore Roosevelt is one of the great perils with which the American people will have to deal in the next two years," said. "The great masses of American people have explicit faith in him. They think him capable of giving advice on anything, from obstructions to the most complicated problems of national and international law.

"The millions of our people which constitute the poor and middle classes think Roosevelt the only means of escape from the present trouble confronting the nation. They would sweep the Constitution away, abolish it, forget it, for this man who has such a talent for making grand stand plays and captivating the public mind with his sensational performances.

Mr. Roosevelt is elected in 1912, I have no doubt he will be our dictator for the rest of his life. Our government would run on the same plan as Mexico's. He would be elected term after term, and would succeed in getting the government machinery so under his control that he could openly choose his successor.

"The election of this man means a great stride in the centralization of our government. Roosevelt stands for this. His meddlesome disposition would lead him to interfere with the State legislatures. With the powerful Federal government behind him he could very easily dictate in States' affairs.

"Such dictation, however, I believe, would be in accord with the wishes of the American people. To my mind the United States is bending its way toward the path followed by the Roman empire in the fourth and fifth centuries. We must not shut our eyes to the signs of the times."

It is asserted in Madrid that Germany intends to provoke a conflict with the new Portuguese government with a view to seizing the Portuguese colony of Mozambique in east Africa.

Shoes less than half price—200 pairs Misses' Shoes that cost to manufacture \$1.50 and \$1.75, and sold at \$2.00 and \$2.50, will be sacrificed at 98c per pair. John A. Marshall & Bro., 422 King street.

To Enjoy Walking

TRY A PAIR OF

Katz's E. Z. Shoes

KATZ'S, 400 KING ST.

Alexandria National Bank
Corner King and Royal Streets

Capital \$100,000. Surplus and profits \$30,000.

United States Depository. Depository for the state of Virginia.

Depositors afforded every facility for business, security and accommodation.

Large and small accounts invited in both our

Commercial & Savings Departments

on grounds of absolute safety and satisfaction.

OFFICERS

Judge C. E. Nicol, President.

Wm. B. Smoot, Vice President.

John A. Marshall, Vice President.

T. C. Smith, Vice President and Cashier.

Funds invested for our customers. Details carefully attended to for all. Call to see us.

Drafts issued on all parts of the world.

Interest paid at three per cent in our Savings Department.

FOR SALE

We offer nine acres of fine land, within a half mile of Alexandria's northwestern limits, at a figure far below the average.

This land is undoubtedly the greatest bargain ever offered. For subdivision purposes it is without equal. For plat and further particulars call on

Thompson & Appich

107 South Royal Street, Alexandria, Va.

City and Suburban Properties. Stocks and Bonds.

DRY GOODS.

Woodward & Lothrop

NEW YORK---WASHINGTON---PARIS

Autumn-Winter Exposition of Imported Gowns, Suits, Wraps, Waists, and Furs.

This Autumn-Winter Exposition of Gowns, Suits, Wraps, Waists, and Furs shows the very latest conception of the season's styles, and the noted Parisian Couturiers are seen at their best in this grand assemblage of feminine wearing apparel.

We made a special effort this season to obtain the finest examples of these fashion artists—the result being a display that for variety and beauty has never been approached. No Gown or Wrap too practical to be artistic; none too elaborate to be exquisite. Included in part—

Elegant Day and Evening Gowns, Luxurious Evening and Street Wraps, Magnificent Silk and Irish Lace Waists, Charming Creations for Girls, and Rich Sumptuous Furs.

This matchless assemblage of the correct, the new, is teeming with fashion news of every thing of interest in the realm of dress—dress for the ultra-modish woman, the common-sense woman, the woman who wears imported models, the debutante, the dowager.

The Honor of Your Presence is Requested at This Autumn-Winter Exposition This Monday, Tuesday and Wednesday, October 10th, 11th and 12th.

By order of the Board of Directors. JOHN W. PITTOCK, Secretary.

A CALLED OR SPECIAL MEETING of the stockholders of the WASHINGTON-VIRGINIA RAILWAY COMPANY will be held at the principal office of the company in the town of Falls Church, Virginia, at 10 o'clock p. m., on WEDNESDAY, October 12, 1910, for the purpose of taking into consideration and voting on a joint agreement entered into by the boards of directors of the Washington-Virginia Railway Company, the Washington, Arlington & Falls Church Railway Company, and the Washington, Alexandria & Mt. Vernon Railway Company, for the merger or consolidation of said corporations.

By order of the Board of Directors. F. E. PARKER, Secretary.

FIFTY YEARS' EXPERIENCE OF AN OLD NURSE.

Mrs. Winslow's Soothing Syrup is the prescription of one of the best female physicians and nurses in the United States, and has been used for fifty years with never-failing success by millions of mothers for their children. It relieves the child from pain, cures diarrhoea, griping in the bowels, and wind colic. By giving health to the child it rests the mother. Twenty-five cents a bottle.

Cottage Park

ADJOINING BRADDOCK HEIGHTS

AT BRADDOCK STATION

City Water--Electric Lights--Fire Protection

We offer for sale, at very reasonable prices and on exceptionally easy terms, several desirable and up-to-date homes, with large lots, in this choice sub-division, which we cordially invite your inspection. Salesmen will be on the ground every Sunday, or inspection by appointment any time.

M. B. HARLOW & CO., INC.,

EXCLUSIVE AGENTS.

1410 H Street Northwest, Washington, D. C.

Phone Main 2458.

sep23 1f

TWO STYLES

CHILDREN'S AND MISSES' GINGHAM DRESSES

Sizes large plaid

ON SALE THIS WEEK AT 98c.

D. Bendheim & Sons.

316 KING STREET.

MEETINGS.

A GENERAL OR CALLED MEETING of the stockholders of the WASHINGTON-VIRGINIA RAILWAY COMPANY will be held at the principal office of the company at Mt. Vernon, Virginia, on WEDNESDAY, October 12, 1910, at two o'clock p. m., for the purpose of taking into consideration and voting on a joint agreement entered into by the boards of directors of the Washington-Virginia Railway Company, the Washington, Arlington & Falls Church Railway Company, and the Washington, Alexandria & Mt. Vernon Railway Company, for the merger or consolidation of said corporations.

By order of