

# HAPPY Father's Day June News 2025



June 2025

Congratulations Graduates!

Volume 53

## Blue Bird of Alexandria

Graduation, Wednesday June 11 at 10:30

## Blue Bird of Alexandria II

Graduation, Thursday June 12 at 10:30

## Brentwood Academy

Graduation, Friday June 13 at 10:30



*Growing Up  
has just begun  
please join us for*

## Reminder:

Activity Fees For Summer Camp Due By Friday June 14.

Please When Paying By Check Keep It Separate From School Tuition. Thank

## Blue Bird of Alexandria News



Wednesday June 11 Graduation

Friday June 13- Last Day Of Classes

Sunday June 15 Fathers Day

Monday June 16 Summer camp begins

Thursday June 19 Juneteenth  
**School Closed**

## Blue Bird Dayschool News



Friday June 13- Last Day Of Classes

Sunday June 15 Fathers Day

Monday June 16 Summer camp begins

Thursday June 19 Juneteenth



## Tiny Tots Playroom News



Sunday June 15 Fathers Day

Monday June 16 Summer camp begins

Thursday June 19 Juneteenth  
**School Closed**



## Brentwood Academy News



Friday June 13 Graduation

Friday June 13- Last Day Of Classes

Sunday June 15 Fathers Day

Monday June 16 Summer camp begins

Thursday June 19 Juneteenth  
**School Closed**

Anyone can be a father, but it takes someone special to be a DADDY!  
**Happy Father's Day to all the Daddy's in the World!!**



## Blue Bird of Alexandria II News



Thursday June 12 Graduation

Friday June 13- Last Day Of Classes

Sunday June 15 Fathers Day

Monday June 16 Summer camp begins

Thursday June 19 Juneteenth  
**School Closed**

## Table of Contents

- Parent Information
- Dates to remember
- Congratulations
- Flag day Facts
- Menu

# Blue Bird of Alexandria II

## Graduates

### Kindergarten:

Ms. Marissa,  
Ms. Delmy

Camila  
Evangeline  
Theodore  
Evianna  
Luke  
Jeremy  
Killian  
Sahryah  
Mila

### Pre-k:

Ms. Katya, Ms. Giovanna  
Brielle, Virginia, Ryan, Sienna,  
Eli, Olive, Atticus, Skylar, Tyson,  
Zayda, Mackenzie, Indigo, Logan,  
Knox,  
Ms. Aminta, Ms. Maritza  
Kalu, Noah, Lily, Zoe, Giovanni,  
Caroline, Liana, Miles, Roman,  
Luke, Aylin, Jason

## Blue Bird Day School Graduates

### Pre-k:

Mrs. Maria Mrs. Barbara  
Sophia

## Brentwood

## Academy Graduates

### Pre-k: Mrs. Yaqueline, Mrs. Veronica

Maximus, Carlisle, Dominic, Jordan, Louisa,  
Astrid, Audrey, Henry, David, Michael, Malia, Isla,  
Hugo, Jack, Thomas, Daniel, Allison

## Blue Bird of Alexandria

## Graduates

### Pre-k:

Ms. Maria, Ms. Delmy,

Vivien, Ana, Jonah, Nolan, Noa Rose, Patrick,  
Samuel, Oscar, Darcy, Cecilia, Jacob, Rory, Ever-  
ett, Antonio, Quinn, Camille, William, Sophia,  
Olivia

We would like to Congratulate all these students for all their accomplishments and hard work.



## June 3, 1965 First American astronaut walks in space

On June 3, 1965, 120 miles above the Earth, Major Edward H. White II opens the hatch of the Gemini 4 and steps out of the capsule, becoming the first American astronaut to walk in space. Attached to the craft by a 25-foot tether and controlling his movements with a hand-held oxygen jet-propulsion gun, White remained outside the capsule for just over 20 minutes. As a space walker, White had been preceded by Soviet cosmonaut Aleksei A. Leonov, who on March 18, 1965, was the first man ever to walk in space.

Implemented at the height of the space race, NASA's Gemini program was the least famous of the three U.S.-manned space programs conducted during the 1960s. However, as an extension of Project Mercury, which put the first American in space in 1961, Gemini laid the groundwork for the more dramatic Apollo lunar missions, which began in 1968.

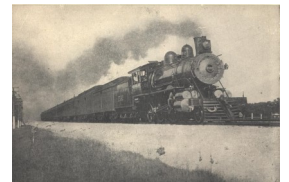
The Gemini space flights were the first to involve multiple crews, and the extended duration of the missions provided valuable information about the biological effects of longer-term space travel. When the Gemini program ended in 1966, U.S. astronauts had also perfected rendezvous and docking maneuvers with other orbiting vehicles, a skill that would be essential during the three-stage Apollo moon missions.

## June 4, 1876 Express train crosses the nation in 83 hours

A mere 83 hours after leaving New York City, the Transcontinental Express train arrives in San Francisco.

That any human being could travel across the entire nation in less than four days was inconceivable to previous generations of Americans. During the early 19th century, when Thomas Jefferson first dreamed of an American nation stretching from "sea to shining sea," it took the president 10 days to travel the 225 miles from Monticello to Philadelphia via carriage. Even with frequent changing of horses, the 100-mile journey from New York to Philadelphia demanded two days hard travel in a light stagecoach. At such speeds, the coasts of the continent-wide American nation were months apart. How could such a vast country ever hope to remain united?

As early as 1802, Jefferson had some glimmer of an answer. "The introduction of so powerful an agent as steam," he predicted, "[to a carriage on wheels] will make a great change in the situation of man." Though Jefferson never saw a train in his lifetime, he had glimpsed the future with the idea. Within half a century, America would have more railroads than any other nation in the world. By 1869, the first transcontinental line linking the coasts was completed. Suddenly, a journey that had previously taken months using horses could be made in less than a week.



Five days after the transcontinental railroad was completed, daily passenger service over the rails began. The speed and comfort offered by rail travel was so astonishing that many Americans could scarcely believe it, and popular magazines wrote glowing accounts of the amazing journey. For the wealthy, a trip on the transcontinental railroad was a luxurious experience. First-class passengers rode in beautifully appointed cars with plush velvet seats that converted into snug sleeping berths. The finer amenities included steam heat, fresh linen daily and gracious porters who catered to their every whim. For an extra \$4 a day, the wealthy traveler could opt to take the weekly Pacific Hotel Express, which offered first-class dining on board. As one happy passenger wrote, "The rarest and richest of all my journeying through life is this three-thousand miles by rail."

The trip was a good deal less speedy and comfortable for passengers unwilling or unable to pay the premium fares. Whereas most of the first-class passengers traveled the transcontinental line for business or pleasure, the third-class occupants were often emigrants hoping to make a new start in the West. A third-class ticket could be purchased for only \$40—less than half the price of the first-class fare. At this low rate, the traveler received no luxuries. Their cars, fitted with rows of narrow wooden benches, were congested, noisy and uncomfortable. The railroad often attached the coach cars to freight cars that were constantly shunted aside to make way for the express trains. Consequently, the third-class traveler's journey west might take 10 or more days. Even under these trying conditions, few travelers complained. Even 10 days spent sitting on a hard bench seat was preferable to six months walking alongside a Conestoga wagon on the Oregon Trail.

Railroad promotions, however, naturally focused on the speedy express trains. The arrival of the Transcontinental Express train in San Francisco on this day in 1876 was widely celebrated in the newspapers and magazines of the day. With this new express service, a businessman could leave New York City on Monday morning, spend 83 hours in relaxing comfort, and arrive refreshed and ready for work in San Francisco by Thursday evening. The powerful agent of steam had effectively shrunk a vast nation to a manageable size.