

SENATOR OF A LOST RACE

Revels is a Descendant of Raleigh's Missing Colony.

Secret of the Croatan Tribe—The Famous Settlers Were Not Massacred, but Affiliated With a Friendly and Powerful Nation of Indians.

A correspondent at St. Louis writing to the Philadelphia Record, recites some interesting colonial history, in discussing the ancestry of Hiram Revels. Former United States Senator Hiram R. Revels, of Mississippi, says the correspondent, has always been classed as a negro. He was a tall, well built man, with the chocolate skin and curly hair of an African and the devout bearing of his profession—the ministerial. He served during the reconstruction period, never being known as prominent, but always as a representative, colored man. Revels was not a negro. Dr. C. A. Peterson, of St. Louis, who has made a study of the lost Roanoke (Va.) colony, says that Revels is a descendant of that mysterious-shrouded band that Sir Walter Raleigh sent to Roanoke Island in 1585.

"The historian has usually contented himself with dropping his investigations when he reached the point where Governor John White returned from England and found his colony had disappeared from Roanoke Island," said Dr. Peterson, "and you will find in about every history you pick up the statement that the colonists were probably killed by the Indians.

THE COLONY AND VIRGINIA DARE. "The Roanoke colony," said Mr. Peterson, "consisted of 115 unmarried men and twenty who had families. They were sent out by Sir Walter Raleigh in 1585, in charge of John White, who was appointed governor. Ananias Dare, his son-in-law, was vice governor, and during 1587 his wife gave birth to a daughter, the first white child born in America, and she was called Virginia Dare.

"During the summer a tribe of Croatan Indians, who lived some fifty miles away, on the east shore of what is now North Carolina—the whole country was then called Virginia—visited the colony on Roanoke Island, and proposed to the settlers that they remove to the home of the Indian, intermarry and become members of their tribes. The 115 unmarried men were very willing to accept the proposition, and it was only with difficulty that Governor White induced them to remain.

"When everything was completed White returned to England and got provisions and reinforcements. Before going he instructed the colonists to leave some testimony if for any reason they should conclude to move during his absence.

MUTINEERS HELP CHANGE HISTORY.

"The next year, 1585, was the year of the Spanish Armada, and White's boat and every other boat-going vessel was impressed into service. So it was impossible for Governor White to set sail for America again until 1586. When he arrived at Roanoke he found the stockade and the houses there, but everybody had gone. On one tree he found the word 'Croatan' carved, and on one the stockade post marked 'beginning.' 'Crot.' He was about to proceed in search of the Croatans, when a Hatteras storm came up, and after beating about for some time, the crew mutinied and insisted on going down to the Spanish main and engaging in privateering. So they captured a couple of richly-laden Spanish vessels, and returned to England comparatively wealthy.

"The next year Governor White took another crew and landed at Roanoke Island. This time he found the fresh track of a boat's keel on the island, and found that a chest had been dug up and the contents ransacked. Again he started down the coast, and again his crew mutinied, and went prating on the Spanish main.

SEARCH OF POCAHONTAS' LOVER. "In 1607 Captain John Smith, who had been saved by Pocahontas, started an expedition from Jamestown to see if he couldn't discover the whereabouts of the missing colonists. Instead of going by boat, they started overland. They proceeded about 100 miles, got tired, went back and this was the last effort to find them, and here history, as it is generally recorded, ceases.

"Now for the history which the historians have generally so nearly overlooked. In 1710, when the Huguenots and cavaliers started to penetrate the interior of North Carolina they found, some seventy-five miles from the coast, in what is now Robeson county, N. C., a colony of English-speaking people, many of whom had blue eyes and light hair, and they replied, 'You speak English.' 'How does it come that you speak English?' 'Our fathers were English.'

TRACING THE LOST COLONY. "It is evident that a number of the Huguenots remained in the colony and intermarried, as there are a great many names of undoubted French origin to be found among the Croatan names of the present day.

"These people have always been called Croatans. There are some 4,000 of them living in Robeson county, N. C., at the present time, but they have scattered all over the South and West. I have found Croatan names among all the five civilized tribes living in the Indian Territory.

"The Croatans have distinct racial characteristics. They are as black as Portuguese and are different in appearance from either Indians, negroes or Caucasians. In some instances there has evidently been a mixture with negro blood, and on this account when, in 1835, North Carolina and Tennessee disfranchised the negroes, they included the Croatans.

LOWRY FEUD OF CROATANS. "When the war broke out the Croatans were between two fires. Those who did not enlist in the Southern Army were liable to be impressed as negroes for work on fortifications, etc. From this custom came the cause of the depredations of the Lowry gang, which for years spread terror in North Carolina.

"Old man Lowry resisted impressment, declaring that there was nothing but English and Indian blood in his veins, and that he was as much of an American freeman as had any other American in him as the Harrisons, the Randolphs of any of the descendants of the proudest Colonial families. For this stubborn stand he was shot dead.

"When his son, Henry Berry Lowry,

reached manhood, he took his gun, organized a band of sympathizers, and started out on a mission of extermination. Every man suspected of having had any connection with his father's death was waylaid and killed. The gang was finally broken up, but not until it had collected bloody interest on old Lowry's death.

REVELS THE MOST EMINENT. "The most eminent of the Croatans was United States Senator Revels, who was elected from Mississippi during the reconstruction days. He was classed as a negro, but in reality he was a Croatan, one of those with a Huguenot name and ancestry.

"The family names of the Croatans are the same as those of the settlers on Roanoke Island. They were men from Devonshire, England, and furthermore, ever the broad Devonshire pronunciation is found in certain words as used by the Croatans to-day.

"A hundred years ago a colony of Croatans settled in Eastern Tennessee, on Newman's Ridge, Hancock county. They can't tell where they came from, for tradition over fifty years old isn't worth anything. These are the people called Melungeons. They are similar in racial characteristics to the Croatans, and Dr. Swan M. Burnett, a distinguished scholar and scientist—the husband, by the way, of the novelist, Francis Hudson Burnett—has traced by family names, the connection between the Melungeons and the Croatans.

"The name Melungeons is accounted for in this wise: When the new settlers appeared among the mountaineers their unusual looks prompted inquiries as to what they were. The answer was 'Melange'—or a mixture—and the mountaineers at once dubbed them Melungeons."

FAME FOR YOUNG MEN.

Some Englishmen Who Became Widely Known Before They Were Thirty.

The recent death of Hon. T. J. Byrnes, Premier of Queensland, at the early age of 38, draws attention to the remarkable number of young men who reach high places at an age when in more deliberate epochs men are scarcely settled down to his career, says the London Mail.

Although William Pitt, the boy Premier, has no rival even in these days of rapid careers, there are hundreds who achieve fame and position within twenty years of leaving their books at school or college.

Mr. Cecil Rhodes was treasurer-general of Cape Colony at 31 and Premier at 37, and Sir Alfred Milner was chairman of the Board of Inland Revenue at 38, and at a few years over forty holds one of the most responsible posts in our empire.

The new Viceroy of 280,000,000 in India was a Minister of the Crown at 32. Lord Rosebery owes little to his rank than the man in the Ministry at 34, and Prime Minister at 47, and Mr. Arnold Morley, still on the hopeful side of fifty, was chief Liberal Whip and Secretary to the Treasury at 37.

In music Pietro Mascagni was 27 when he wrote his "Cavalleria," which has made him famous; Mr. Hamish McCunn, the clever young Scotch composer of over one hundred songs and operas, overtures and cantatas without number, is still a young man of 30, and Sir Arthur Sullivan did some of his best work while in the twenties.

Marconi, the inventor of wireless telegraphy, is only 23; and Edison was little more than a boy when his name was known in two continents.

But it is in the field of letters that youth claims the richest harvest. It is "Paradise of Youth," and a man who is crowned before he enters the thirties is in danger of going uncrowned for the rest of his life.

Mr. Anstey was 26 when he wrote "Vice Versa"; Mr. Jerome was three years older when "Three Men in a Boat" appeared. Mr. Barrie was 28 when "Auld Licht Idylls" pointed the way to fortune. Mr. Rider Haggard wrote "King Solomon's Mines" at 30. Mr. Rudyard Kipling was barely of age when he wrote "Departmental Ditties," and his "Plain Tales from the Hills" appeared at 22. Israel Zangwill did his best work in the "Children of the Ghetto" when he was 23.

Horrible agony is caused by Piles, Burns and Skin Diseases. These are immediately relieved and quickly cured by Dr. Williams' Hazel Salve. Beware of worthless imitations.—Burrow, Martin & Co.

AS ELEVATOR BOY.

President of the United States is a Success.

White House attaches have many stories of the unflinching Democratic courage of the President which made him so popular with public men. Their latest story is of an incident which concerned Senator Cullom, a week or two after his fall on the ice, from which he is still suffering. Senator Cullom called at the White House. He was lame from his accident and walked with difficulty with the assistance of a cane.

He was accordingly taken upstairs in the private elevator, lugging a big bundle of papers supposed to be on the District Judgeship. After a satisfactory interview during which the situation was canvassed, the Illinois Senator, with infinite difficulty, prepared to go downstairs.

"Not that way, Senator," said the President, "let's take the elevator." On reaching the elevator the President found to his dismay there was no conductor. "Step in, Senator, I guess I can manage this thing all right," and before he knew what had happened the Illinois Senator was being carried to the main floor with the President of the United States as his elevator boy. The situation was so curious Senator Cullom forgot his pains and with a smile, said:

"You're a pretty good machine man after all, Mr. President."

"Of course I am," said the President as he deposited the invalid Senator back to the ground floor and started back to the upper floor, to the consternation of the attendant, whose humble duties were freely assumed by the Chief Executive.

WHY COUGH. Why cough and risk consumption, when the celebrated Dr. John W. Bull's Cough Syrup will cure you at once? It never fails to cure throat and lung troubles. For bronchitis, sore throat and hoarseness it is invaluable.

Dr. Bull's COUGH SYRUP Will cure a Hacking Cough. Does are small and pleasant to take. Doctors recommend it. Price 25 cts. At all druggists.

A Perfect Infant Food Gail Borden Eagle Brand Condensed Milk A PERFECT SUBSTITUTE FOR MOTHERS MILK. FOR 40 YEARS THE LEADING BRAND. INFANT HEALTH SENT FREE. N.Y. CONDENSED MILK CO. NEW YORK.

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Dr. Charcot's Tonic Tablets, the great Parisian remedy, is a guaranteed cure for the Drink Habit; also nervousness and melancholy caused by over-indulgence. IT DESTROYS THE APPETITE FOR ALCOHOLIC and all intoxicating Beverages, and leaves man as he should be. It can be administered without the knowledge of the patient where necessary. Send for pamphlet.

WALKER, MARTIN & GRAY, Sole Agents, corner Water street and Roanoke avenue, Norfolk, Va. m10-tu. fr

Norfolk Iron Works,

GEO. W. DUVAL & CO., NO. 15 WATER STREET, NORFOLK.

ENGINES, BOILERS, SAWMILL, and all kinds of machinery of the most improved patterns. Also repairing at the shortest notice. Particular attention to steamboat work. DUVAL'S PATENT RUBBER TUBE FERRULES are the only perfect remedy for leaky boiler tubes. They can be inserted in a few minutes by any engineer, and are warranted to stop leaks.

Henry Walke SAW MILL, And Railroad Supplies, HARDWARE AND SHIP CHANDLERY. "Giant" and "Giant Planer," Leather Belting, "Giant," "Granite," and "Shawmut" Rubber Belting. Agent for Knowles' Steam Pumping Machine.

TRAVELERS' GUIDE.

Norfolk & Washington Steamboat Co

The new and powerful iron palace steamers NEWPORT NEWS, WASHINGTON and NORFOLK will leave daily as follows:

Table with columns for NORTH BOUND, SOUTH BOUND, and departure times for various destinations like Washington, Philadelphia, and Baltimore.

SEABOARD AIR LINE VESTIBULE LIMITED TRAINS.

DOUBLE DAILY SERVICE. Atlanta, New Orleans, Augusta, Macon, Chattanooga, Nashville, Memphis, Florida, Texas, California and the entire South.

Table with columns for In Effect Dec. 11, 1898, No. 41, No. 403, and departure times for various stations like Norfolk, Portsmouth, Suffolk, etc.

For further information apply to D. J. CALLAHAN, Agent. Telephone 441.

TRAVELERS' GUIDE.

Norfolk and Ocean View Ry.

SHORT LINE BETWEEN NORFOLK AND OLD POINT COMFORT. Via Norfolk and Ocean View Ry. Co. FIFTY MINUTES. SCHEDULE TAKING EFFECT NOVEMBER 24th, 1898.

Table with columns for Lv. Norfolk, Ar. Old Point, and departure times for various routes.

Connects with 4 p. m. C. & O. train at Old Point. Baggage checked to any point on Seaboard line and to all Railroad stations and Steamboat Lines in Norfolk and Old Point. Local freight leaves Norfolk daily. Straight fare to Old Point, 25 cents. Fare for Round Trip to Old Point, 50 cents. Round Trip Tickets on sale by all Street Car Conductors.

A. HEGARTY, General Superintendent.

NORFOLK VIRGINIA BEACH & SOUTHERN R.R.

Formal Opening of the Famous PRINCESS ANNE HOTEL, February 22, 1899.

THE MODERN STANDARD GAUGE LINE RUNNING BETWEEN

NORFOLK, VA.

AND—Famous VIRGINIA BEACH Ocean Resort.

CURRITUCK DIVISION.

In connection with PETTIT'S NORTH CAROLINA LINE (Including Bennett's North Carolina Line).

SCHEDULE IN EFFECT MONDAY, JANUARY 23, 1899.

LEAVE NORFOLK, VA.

Daily except Sunday, 7:00 a. m., mixed; 10:30 a. m., local express; 4:00 p. m., local; 6:00 p. m., local express. LEAVE VIRGINIA BEACH, VA. Daily except Sunday, 8:30 a. m., local; 12:30 p. m., mixed; 4:00 p. m., local; 6:00 p. m., local express.

CURRITUCK DIVISION.

Connects at Munden Point, Va. for steamers for Currituck and Albemarle Sounds and tributary rivers.

LEAVE NORFOLK, VA.

Daily except Sunday, 9:45 a. m., mixed; 5:00 p. m., mixed.

LEAVE MUNDEN POINT, VA.

Daily except Sunday, 7:15 a. m., mixed; 2:30 p. m., mixed.

SOUTHERN RY.

DOUBLE DAILY SCHEDULES

TO ALL POINTS SOUTH, SOUTHEAST, and SOUTHWEST.

EFFECTIVE OCTOBER 11 1898.

Table with columns for Lv. Norfolk, Ar. various cities, and departure times for various routes.

For all information apply at City Ticket Office, Main and Granby Streets, 'Phones 1-2.

Baggage called for and checked from hotels and residences by Virginia Transfer Company on orders left at ticket office.

FRANK S. GANNON, Traffic Mgr. 3d W. Pres. and Gen'l Mgr.

J. M. CULP, Gen'l Pass. Agt. Washington, D. C.

W. H. DOLL, Pass. Agt., Norfolk, Va.

FOR RICHMOND, PETERSBURG, CLAREMONT, OLD POINT, NEWPORT NEWS AND JAMES RIVER.

LANDINGS DIRECT BY DAYLIGHT.

Virginia Navigation Company's Elegant Saloon Steamer POCAHONTAS leaves Clyde wharf, Norfolk, every TUESDAY, THURSDAY and SATURDAY at 7 a. m., touching at Portsmouth, Old Point and Newport News going and returning, arriving at Richmond about 5:30 p. m., connecting with all evening trains.

Passes to Richmond, \$1.20. To Richmond, second-class, \$1.00. Tickets much cheaper than any other route to Richmond, Petersburg, Waverly, Hickory River landings and Petersburg and Danville railroad and all points via Richmond.

Tickets for sale at ticket agencies of Walker & Son, H. Brandt, and on board steamer.

Freight received daily (Sunday excepted) for all above named points.

JAMES W. McCARRICK, Agent.

THE STEAMER S. A. McCALL, OF THE

River Steamer Line, leaves the Clyde P. & N. dock every MONDAY, WEDNESDAY and FRIDAY at 6 a. m., with passengers and freight for Newport News, Old Point, Norfolk and Petersburg, arriving in Petersburg about 5 p. m., giving the Richmond passengers about one hour in Petersburg before the train leaves for Richmond about 6:30 p. m. Fare about one-half what it is by rail. First-class fare to Petersburg, \$1.25. Second-class, \$1.00. 10 per cent. discount for round trips on R. Atlantic and Danville railroad and all points via Richmond.

Tickets for sale at ticket agencies of Walker & Son, H. Brandt, and on board steamer.

Freight received daily (Sunday excepted) for all above named points.

JAMES W. McCARRICK, Agent.

THE WEST NORFOLK AND PINNACKE FERRY LEAVES THE N. V. & N. W. wharf daily, Sunday excepted, at 6:30 a. m., 8 a. m., 9:30 a. m., 10:30 a. m., 11:30 a. m., 1:30 p. m., 3:30 p. m., and 5:30 p. m., making the round trip in 60 minutes. Phones, new and old, No. 150. J. W. PHILLIPS, Owner.

TRAVELERS' GUIDE.

Old Dominion Steamship Co.'s Lines.

FOR NEW YORK.—Passenger ships are appointed to sail from Norfolk weekly, Mondays at 6:00 p. m., Sundays at 5 p. m. Tuesday's steamer carries freight only. BRANIFF YORK YORK Monday, Tuesday, Wednesday, Thursday and Friday at 3:00 p. m., Saturday at 4:00 p. m.

PASSENGER ACCOMMODATIONS

INSURANCE. Fare, including meals and stateroom berth. Round trip (limited to 30 days), \$13.00. For tickets and reservation of staterooms apply at ticket office, 193 Main street, or at general office, at wharf.

FOR RICHMOND.—Ships leave Newport News every Sunday evening, arriving at Richmond the next morning. Ships leave Old Point for Norfolk Sunday about 10 a. m.

TIME SCHEDULE OF STEAMERS

FOR OLD POINT.—At 6:15 and 11:15 a. m., and 4:15 p. m.; Portsmouth, 6:30 and 10:30 a. m., and 3:15 p. m.; Bay Line wharf, Norfolk, at 6:45 and 11:30 a. m., and 4:30 p. m.

FOR HAMPTON.—At 11:15 a. m., and 4:15 p. m.; Portsmouth, 10:30 a. m., and 4:20 p. m.

FOR NEWPORT NEWS AND SMITH-FIELD.—At 2:30 p. m.; Portsmouth, 2:45 p. m.; Bay Line, 3:00 p. m.

FOR WAREHOUSES AND RIVERS.—At 6:15 a. m.; Portsmouth, 6:30 a. m.; Bay Line, 6:45 a. m.

FOR NORTH RIVER.—On Monday, Wednesday and Friday, at 6:15 a. m.; Portsmouth, 6:30 a. m.; Bay Line, 6:45 a. m.

FOR SEVERN RIVER.—On Tuesday, Thursday and Saturday at 6:15 a. m.; Portsmouth, 6:30 a. m.; Bay Line, 6:45 a. m.

FOR BACK POGOOSIN AND YORK RIVER.—On Monday, Wednesday and Friday at 6:15 a. m.; Portsmouth, 6:30 a. m.; Bay Line, 6:45 a. m. Returning following day.

FOR NARRAGANSETT RIVER.—At 3:10 p. m., connecting at Suffolk with Suffolk and Carolina railroad.

Freight Fare, East, North, Severn, Back, Pogoosin and Nansmond river landings must be prepaid.

All schedules subject to change without notice.

Freight for Washington and New Bern, N. C., received at and delivered from Norfolk and Southern railroad depot. Freight received daily, except Sunday, until 5:30 p. m.

M. B. CROWELL, Agent.

BALTIMORE STEAM PACKET CO.

BAY LINE.

COMMENCING MONDAY, AUG. 3, 1893.

Lv. Portsmouth, High street, 12:25 p. m. Lv. Norfolk, Main street, 12:40 p. m. Lv. Old Point, Hygea Pier, 1:00 p. m. Ar. Baltimore, Union Dock, 7:00 a. m.

NORTHBOUND [P. R. R.] & O.

Lv. Baltimore, 7:46 a. m.; 1:35 a. m. Ar. Philadelphia, 10:15 a. m.; 10:15 p. m. Ar. New York, 12:43 p. m.; 12:35 n. n.

SOUTHBOUND [P. R. R.] & O.

Lv. New York, 12:10 p. m.; 1:30 p. m. Lv. Philadelphia, 1:44 p. m.; 3:07 p. m. Ar. Balt., Canton, 7:00 p. m.; 5:10 p. m.

Lv. Baltimore, Union Dock, 6:30 p. m. Lv. Baltimore, Canton, 7:10 p. m. Lv. Old Point, 7:15 a. m. Ar. Norfolk, 7:40 a. m. Ar. Portsmouth, 8:30 a. m.

Daily except Sunday. Daily. Tickets sold to all points North, East and West and baggage checked to destination. Staterooms reserved upon application in person at the company's office, No. 77 West Main street, or on board steamer.

Freight will not be received after 4 p. m. to go forward that day.

For further information apply to J. W. BROWN, Jr., General Agent, Southern Passenger Agent.

CAPE CHARLES ROUTE

New York, Philadelphia and Norfolk Railroad.

QUICK TIME—LOW RATES. TWO TRAINS EACH WAY. SCHEDULE IN EFFECT MONDAY, APRIL 1, 1898.

LEAVE NORFOLK

7:45 a. m. daily, except Sunday. (Portsmouth, High street, 7:30 a. m.) Arrive at Philadelphia 5:42 p. m. New York 8:25 p. m.

LEAVE NORFOLK

6:00 p. m. daily, Portsmouth, High street, 5:30. Arrive at Philadelphia 5:10 a. m.; New York, 7:43 a. m.

ARRIVE AT NORFOLK

9:00 a. m. daily, Portsmouth, High street, 8:30, leaving New York at 8:00 a. m.; Philadelphia, 11:10 p. m.

ARRIVE AT NORFOLK

7:50 p. m. daily, except Sunday. (Portsmouth, High street, 7:30 p. m.) leaving New York at 8:00 a. m.; Philadelphia, 10:20 a. m.

Close connection made with all rail and sound lines to and from Philadelphia, New York and Baltimore.

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FOR BOSTON AND PROVIDENCE. For Boston—Mondays, Wednesdays and Fridays at 6:00 p. m.

FOR BOSTON AND PROVIDENCE. Every Tuesday, Thursday and Saturday at 6:00 p. m.

FARES TO BOSTON AND PROVIDENCE. First-class, including meals and stateroom berth, \$10.00. Intermediate, including meals at 2nd table and stateroom berth, \$7.00. Steerage, including meals, \$4.00. Perishable freight sent via Providence forwarded by early train to Boston and at the same rate as by direct steamer to Boston.

For further information apply to R. H. WRIGHT, Agent, Norfolk, Va. A. D. STEPHENS, Asst. Traffic Mgr., W. F. TURNER, Gen. Pass. Agent, J. C. WHITE, Traffic Manager, General Offices, Baltimore, Md.

N. & W. Norfolk and Western

Schedule in Effect

SCHEDULE IN EFFECT DEC. 15, 1898. LEAVE NORFOLK DAILY.

7:40 a. m.—For Richmond, Washington, Lynchburg and the West.

4:35 p. m.—Vestibule Limited for Richmond and Washington. Stops only at Suffolk, Waverly and Petersburg.

5:55 p. m.—For Petersburg, Lynchburg and the West. Arrives at Norfolk daily 8:25 a. m., 11:25 a. m. and 10:40 p. m. Tickets and all information at stations and 10 Granby street.

W. B. BEVILL, General Passenger Agent.

TRAVELERS' GUIDE.

Chesapeake & Ohio Ry.

FOR RICHMOND, LOUISVILLE, CHICAGO, ST. LOUIS, ETC. SCHEDULE IN EFFECT JANUARY 10, 1899.

WESTBOUND

No. 1 No. 3. Lv. Portsmouth, 7:40 a. m.; 1:00 p. m. Lv. Norfolk, 8:10 a. m.; 4:30 p. m. Lv. Newport News, 9:15 a. m.; 5:35 p. m. Ar. Richmond, 11:30 a. m.; 6:50 p. m.

Lv. Richmond (R.F. & P.) 12:00 n. n. 7:40 p. m. Ar. Washington, 5:40 p. m. 11:30 p. m.

Lv. Rich'd Main line 2:15 p. m. 10:30 p. m. Ar. Charlottesville, 5:44 p. m. 12:43 a. m. Ar. Staunton, 5:44 p. m. 7:43 a. m.