

COMPENSATION FOR PHILIPPINES.

(Continued from First Page)

POSTOFFICE APPROPRIATION BILL.

During almost six hours this afternoon the postoffice appropriation bill was under discussion in the Senate, the time being largely consumed by Mr. Butler (Pop.), of North Carolina, and Mr. Pettigrew (Silver Rep.), of Dakota, in amendment providing that the postal commission should present its final report to Congress by March 1, 1900. Failing after many trials to obtain unanimous consent for the insertion of the amendment in the bill, Mr. Butler permitted it to come to a vote. It was defeated—27 to 19. Agreement was reached to vote on the bill and amendment at 2 o'clock to-morrow.

ARMY REORGANIZATION.

At 2 o'clock Mr. Hawley, chairman of the Military Affairs Committee, moved to take up the army reorganization bill, unanimous consent having been refused to take up the measure without discussing the unfinished business—the anti-scalping bill. Mr. Hawley's motion prevailed—41 to 19. Making the army bill the unfinished business, it is agreed that this action disposes finally of the anti-scalping bill for the present session.

A bill was passed amending an act providing for the change of time and places of holding the district and circuit courts of the northern district of Texas.

When the postoffice appropriation bill was called up Mr. Butler proposed an amendment, reducing the amount paid for the purchase of a site and the erection of a public building thereon in Selma, Ala., at a cost not to exceed \$100,000, and that the Postmaster General be directed to reduce the amounts thus paid to railroads by 10 per cent. after July 1, 1899. The amendment was not acted upon.

COLLECTION OF MAILS.

Mr. Tillman offered an amendment providing that star route contractors be required to collect from and deposit in boxes erected along the routes mail matter, the boxes to be maintained by the people along the route. The amendment was agreed to.

A Senate bill passed providing for the purchase of a site and the erection of a public building thereon in Selma, Ala., at a cost not to exceed \$100,000.

At 6:15 p. m. the Senate went into executive session and at 6:30 adjourned.

THE FRENCH DEPUTIES.

THE FAURE OBSEQUES—PRESIDENT LOUBET'S MESSAGE.

(By Telegraph to Virginian-Pilot.)

Paris, Feb. 20.—In the Chamber of Deputies to-day the Premier, M. Dupuy, asked for a credit of 160,000 francs to defray the expenses of the obsequies of the late President, Felix Faure, M. Dejeante, Socialist, asked that the obsequies be purely civil. This drew forth murmurs and protests from the Rightists and Centralists, who threatened to leave the Chamber. The President of the Chamber, M. Deschamps, interrupted M. Dejeante several times, calling upon him to respect the stricken family of the deceased.

M. Dejeante's motion was rejected by a vote of 44 to 68, and the credit was appropriated by a vote of 463 to 42.

PRESIDENT LOUBET'S MESSAGE.

According to the best authority, M. Loubet's message to Parliament will not be a lengthy document. After returning thanks for his election, affirming his respect for the constitution and pledging himself to uphold it faithfully, both in spirit and letter, the President will appeal warmly for pacification and concord, and will exhort the army and its respect for justice, speedily witness the restoration of harmony and the solution of questions that are agitating the nation.

The President will then recall the fact that he has always devoted himself to the study of labor and social questions, industrial matters, financial economy and the organization of industry, and he will insist upon Parliament dealing with these questions in a practical and faithful manner.

Regarding foreign nations, the message will say that in her relations with foreign nations France will pursue a policy which will remain faithful to its friendship formed and which by its correctness and disinterestedness will conform to the traditions of her history. This policy will be the surest guarantee of peace and best calculated to maintain the place which France now occupies in the world.

Brussels, Feb. 20.—The Duke of Orleans has unexpectedly arrived here. It is reported that he considers the moment opportune for a monarchist attempt in France. He will consult with the leaders of his party, who will arrive to-morrow.

Three millions of the Duke's portrait, decorated with the tri-color, have arrived here, and will be dispatched to France for distribution.

All glasses prescribed by Dr. Weck guaranteed. Examinations free. 310 Main street.

The courses of the Virginian-Pilot's "Home Study Circle" begin next Sunday, the 26th of February. See announcement page 7.

Troops to Be Mustered Out.

Washington, Feb. 20.—The War Department to-day issued the following statement:

Orders have been given for the muster out of the following volunteer regiments:

At Savannah, Ga.: Third Georgia; Batteries A, B, C, D, Maine Artillery, 20th New York volunteers.

At their present camps at Augusta, Ga., and Greenville, S. C.: Third Alabama, Third Connecticut, Fifth Massachusetts, Thirty-fifth Michigan, Fifteenth Minnesota, Fourth New Jersey, 20th New York, 20th New York, Tenth Ohio, First Rhode Island, Second West Virginia.

This order discharges all the volunteers remaining in the United States.

Chester Gingham Mills Sold.

Charleston, S. C., Feb. 20.—The Chester Gingham Mills, Chester, this State, were sold to-day to the highest bidder by order of the United States Court. Though the upset price was only \$25,000, the mills were knocked down to O. P. Heath and Eli Springs, of Charlotte, N. C., for \$48,050. This is the third attempt to sell this mill and the price paid was a surprise. Chester people hope the purchasers will at once erect a spinning mill to furnish yarns for spinning the gingham.

MILLER SMASHES RECORDS.

EASILY WINS SIX DAYS' BICYCLE RACE.

(By Telegraph to Virginian-Pilot.)

San Francisco, Feb. 20.—One of the greatest, if not the greatest, long distance races ever contested ended here last night. It was the six day bicycle race begun in the Mechanics' Pavilion on Monday night last, with nineteen competitors. Of these twelve were left at the finish, and Charles W. Miller, twice winner of similar contests in Madison Square Garden, New York, was a comparatively easy victor over a splendid field.

The remarkable feature of the contest was that after the first day all former six day race records were left far behind, and at the 120th hour Miller was 137 miles ahead of the best previous mark, made by himself in New York.

This figure demolishing accomplishment was due in a large measure to the terrific pace begun by Barnaby, taken up by Burns Pierce, and continued throughout the week by Louis Gimm.



It is notable that all three of these early leaders suffered by their exertions, while Miller, who kept within hailing distance of the leaders at all times, easily went to the front to his own enforced speed when the last of the pace setters succumbed to his own enforced speed. Barnaby went to pieces after twenty-four hours; Pierce had begun to slide down the scale after thirty-six hours, and Gimm, who had ridden like a fiend for four days, found himself unable to maintain the pace on the fifth day.

All the competitors were in bad shape at the finish. Lawson, Hale, Barnaby, Pierce and Gimm being in the worst plight. Aaronson, who came rapidly to the front in the last three days, was among the freshest at the finish. Gimm was off his wheel for several hours to-day, and as a result slid from second to fourth position.

At 8 o'clock last night, the 120th hour, Miller was 185 miles ahead of the record, and 62 miles ahead of Aaronson, his next nearest competitor. The score at that time follows:

Miller, 2,176 miles 4 laps; Aaronson, 2,114 miles 7 laps; Frederick, 2,071 miles 5 laps; Gimm, 2,038 miles 7 laps; Hale, 2,015 miles 1 lap; Naven, 1,985 miles 1 lap; Albert, 1,823 miles 1 lap; Barnaby, 1,778 miles 6 laps; Pilkington, 1,713 miles 5 laps; Lawson, 1,612 miles 6 laps; Ashinger, 1,475 miles; Julius, 1,439 miles 7 laps.

Miller's former-record for the time was 1,990 miles.

INCENDIARY FILIPINOS.

ATTEMPT TO BURN FIRST WASHINGTON'S QUARTERS.

(By Telegraph to Virginian-Pilot.)

Manila, Feb. 21.—9:35 a. m.—The natives of the village of Pao made a bold attempt last night to burn the quarters of the First Washington volunteers by setting fire to the huts adjoining the quarters in the rear. Fortunately the wind changed at the moment the fire was discovered, and fanned by a stiff breeze, the flames spread in the opposite direction, destroyed fully 20 shacks and houses opposite the ruins of the church. The incendiaries escaped.

Mysterious signals were frequently made along the enemy's lines during the night, and this led to the belief that an attack had been arranged, but nothing happened.

The rebels are leaving the vicinity of San Pedro Macati in small parties and are reported to be moving toward Singalan.

Subsidy For Pacific Cable.

(By Telegraph to Virginian-Pilot.)

Washington, D. C., February 20.—Senator Frye to-day reported from the Committee on Foreign Relations the amendment to the sundry civil appropriation bill for the construction of a sub-marine cable in the Pacific ocean, as amended by the committee. The amendments are numerous and radical. The most important of them increases the subsidy to be paid every year for twenty years to \$175,000 and extends the time in which the contracting company is to be given to complete the line to the Philippine Islands to the first of January, 1902.

The courses of the Virginian-Pilot's "Home Study Circle" begin next Sunday, the 26th of February. See announcement page 7.

A NEW RAILROAD.

SYNDICATE ORGANIZE TO UTILIZE MINERAL PROPERTIES.

Bristol, Va., Feb. 20.—The permanent organization of the Virginia and Southwestern Railway Company and the Virginia Iron, Coal and Coke Company was effected last night. George L. Carter, of Pulaski, was elected president of both companies.

These companies represent a syndicate of Virginia, Tennessee and New York capitalists, which has determined on important developments in Southwestern Virginia.

SORE LUNGS

Sore lungs, pain in the chest and painful breathing, the fore-runners of pneumonia, are quickly relieved and cured by the old reliable Dr. John W. Bull's Cough Syrup. It breaks up a cold in one night. Try it at once.

Dr. Bull's COUGH SYRUP

Will quickly heal Sore Lungs.

Doses are small and pleasant to take. Doctors recommend it. Price 25 cts. At all druggists.

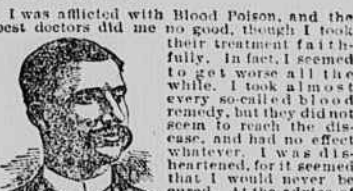
west Virginia. This syndicate has purchased the South Atlantic and Ohio railroad, the Bristol, Elizabeth and North Carolina railroad, twelve iron furnaces in Southwest Virginia, from Bristol to Roanoke, inclusive, and 21,500 acres of coal and iron lands in Virginia and Tennessee.

The purpose is to develop these properties as early as practicable and put the furnaces all in blast. Most of these furnaces were built during the boom of 1890-91, and have since stood idle. They range in capacity from 100 to 175 tons daily.

Jane Montague, a colored woman, 50 years of age, and Effie Darling, a colored girl, 18 years of age, were found dead in a room at the Exchange Hotel this morning at 7 o'clock. They had been asphyxiated by coal gas from a stove.

Doctors Can't Cure It!

Contagious blood poison is absolutely beyond the skill of the doctors. They may dose a patient for years on their mercurial and potash remedies, but he will never be rid of the disease; on the other hand, his condition will grow steadily worse. S. S. S. is the only cure for this terrible affliction, because it is the only remedy which goes direct to the cause of the disease and forces it from the system.



I was afflicted with Blood Poison, and the best doctors did me no good, though I took their treatment faithfully. In fact, I seemed to get worse all the while. I took almost every so-called blood remedy, but they did not seem to reach the disease, and had no effect whatever. I was disheartened, for it seemed that I would never be cured. At the advice of a friend I then took S. S. S., and began to improve. I continued to take it, and I continued to be cured. At the advice of a friend I then took S. S. S., and began to improve. I continued to take it, and I continued to be cured. At the advice of a friend I then took S. S. S., and began to improve. I continued to take it, and I continued to be cured.

It is like self-destruction to continue to take potash and mercury; besides totally destroying the digestion, they dry up the marrow in the bones, producing a stiffness and swelling of the joints, causing the hair to fall out, and completely wrecking the system.

S.S.S. For The Blood

is guaranteed Purely Vegetable, and is the only blood remedy free from these dangerous minerals. Book on self-treatment sent free by Swift Specific Company, Atlanta, Ga.

TRAVELERS' GUIDE.

Norfolk & Washington Steamboat Co.

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

NORTH BOUND.

Steamers leave Portsmouth, foot of Norfolk street, 5:00 p. m.
Leave Norfolk, foot of W. Main street, 5:45 p. m.
Leave Old Point Comfort, 6:45 p. m.
Arrive Washington, 7:00 a. m.

SOUTH BOUND.

Lv. New York 11:00 p. m. 1:00 p. m.
Lv. Philadelphia 3:07 p. m. 3:13 p. m.
Lv. Washington 6:00 p. m. 6:18 p. m.
Lv. Norfolk 8:00 p. m. 8:20 p. m.
Lv. Old Point Comfort 7:00 a. m. 7:00 a. m.
Lv. Norfolk 8:00 a. m. 8:00 a. m.
Lv. Portsmouth 8:30 a. m. 8:30 a. m.

a Runs one hour later Sundays.
b Runs ten minutes later Sundays.
c Daily.
d Daily, except Sundays.

Tickets on sale at R. & O. ticket office, N. & C. office, at W. T. Walker's and company's office on wharf.
For further information apply to D. J. CALLAHAN, Agent.

Telephone 441.

SEABOARD AIR LINE
SAL. LIMITED
DOUBLE DAILY SERVICE

Atlanta, New Orleans, Augusta, Macon, Chattanooga, Nashville, Memphis, St. Louis, Kansas City, Omaha, Lincoln, Chicago, St. Paul, Minneapolis, Portland, Seattle, Tacoma, San Francisco, and the entire South.

In Effect Dec. 11, 1898. No. 41. No. 403.

Lv. Norfolk 8:00 a. m. 8:30 p. m.
Lv. Portsmouth S.A.L. 9:20 a. m. 8:45 p. m.
Lv. Suffolk 9:50 a. m. 9:16 p. m.
Lv. Lewiston N.C. 1:05 a. m. 11:30 p. m.
Lv. Weldon S.A.L. 11:50 a. m. 11:30 p. m.
Lv. Henderson 1:50 p. m. 12:55 a. m.
Lv. Raleigh 3:54 p. m. 2:34 a. m.
Lv. Southern Pines 5:58 p. m. 4:23 a. m.
Lv. Wilmington 7:00 p. m. 5:20 a. m.
Lv. Charlotte 8:00 p. m. 6:20 a. m.
Lv. Columbia C.N. & L. 11:38 a. m. 4:15 p. m.
Lv. Augusta C.W. & C. 10:50 a. m. 4:35 p. m.
Lv. Athens S.A.L. 2:45 a. m. 1:15 p. m.
Lv. Atlanta (Ct. Time) 5:20 a. m. 2:50 p. m.
Lv. Macon C. of Ga. 11:10 a. m. 7:20 p. m.
Lv. Jacksonville Plant 7:25 p. m. 8:45 a. m.
Lv. Tampa 8:00 a. m. 1:15 p. m.
Lv. Montgomery W. of A. 10:21 a. m. 9:20 p. m.
Lv. Mobile L. & N. 3:50 p. m. 3:05 a. m.
Lv. New Orleans 5:10 p. m. 7:40 a. m.
Lv. Chattanooga W. & A. 1:00 p. m. 7:00 p. m.
Lv. Nashville N.C. & S. 6:55 p. m. 7:00 p. m.
Lv. Memphis K.C. & B. 7:20 p. m. 4:40 a. m.

*Daily. *Daily, ex. Sunday.
Connections at New Orleans with Southern Pacific and Texas & Pacific railways for all points in Texas, Mexico and California.
No. 402—Arrive Portsmouth daily 7:25 a. m.
No. 38—Arrive Portsmouth daily 6:20 p. m.

Pass. Agt., 125 Main st., Norfolk, Va.
Trav. Pass. Agt., Portsmouth, Va.
E. ST. JOHN, Vice President and General Manager.
V. E. McHEE, General Superintendent.
H. W. B. GLADEN, S. A. JEN, Traffic Manager. Gen'l Pass. Agt., Portsmouth, Va.

CLYDE'S REGULAR LINE STEAMERS.

ONLY DIRECT LINE FROM NORFOLK TO PHILADELPHIA.

Until further notice steamers are appointed to leave Norfolk every MONDAY, WEDNESDAY and SATURDAY at 6 o'clock p. m., and from Philadelphia every TUESDAY, THURSDAY and SATURDAY at 11 a. m. to all points South and Southwest via Seaboard Air Line, Atlantic Coast Line, Virginia and Tennessee Air Line, Southern Railway, Norfolk and Carolina and Norfolk and Southern Railroads.

Through bills of lading to all points South and Southwest via Seaboard Air Line, Atlantic Coast Line, Virginia and Tennessee Air Line, Southern Railway, Norfolk and Carolina and Norfolk and Southern Railroads.

JAMES W. McCARRICK, General Supt. Agent, Norfolk, Va.
WILLIAM P. CLYDE & CO., General Agents, Philadelphia.

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.

Lv. Norfolk 7:20 a. m. 8:20 a. m.
Lv. Old Point Comfort 8:00 a. m. 9:00 a. m.
Lv. Norfolk 9:00 a. m. 10:00 a. m.
Lv. Old Point Comfort 10:00 a. m. 11:00 a. m.
Lv. Norfolk 11:00 a. m. 12:00 p. m.
Lv. Old Point Comfort 12:00 p. m. 1:00 p. m.
Lv. Norfolk 1:00 p. m. 2:00 p. m.
Lv. Old Point Comfort 2:00 p. m. 3:00 p. m.
Lv. Norfolk 3:00 p. m. 4:00 p. m.
Lv. Old Point Comfort 4:00 p. m. 5:00 p. m.
Lv. Norfolk 5:00 p. m. 6:00 p. m.
Lv. Old Point Comfort 6:00 p. m. 7:00 p. m.
Lv. Norfolk 7:00 p. m. 8:00 p. m.
Lv. Old Point Comfort 8:00 p. m. 9:00 p. m.

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