

A SEA CAPTAIN'S PAY.

THE MASTER OF A BIG OCEAN STEAMER IS NOT A PLUTOCRAT.

Everything Considered He Is Poorly Paid. False Stories Printed—Low Wages Given Other Officers For Onerous Duties—Purser and Surgeon.

It is the general impression among those who do not know that the duties and responsibilities of the average skipper of a regular liner are as many and onerous as the successful bank president and that in addition his salary is just as large. The responsibility of the one is about as great as the other, but when it comes to duties the sea dog has as a rule much more to bear, while, unlike the bank president, his salary is as small as his duties are large. It may surprise some of the regular transatlantic travelers to learn that their benevolent ideal of a sea captain who in faultless gold lace goes about the deck laughing and chatting with the tourists, patting the half fare tots on the back and doffing his cap to the rag clad occupants of an easy steamer chair between the time that he spends in his berth, in the chartroom or on the bridge, gets little more money a month than the detective sergeant or the average steamboat captain. In many instances Mr. Gold Lace gets less.

One of the most successful lines running between this port and Europe pays its commodore, who has been over 20 years in this particular service, \$35 a month, or about \$175. This is about \$40 a week. The other captains in this line are paid the equivalent of \$125 for 30 days' labor. Any number of matter of no fact stories have been printed with the object of showing that the commanders of the great liners received in some cases sums ranging from \$7,000 to \$12,000 per year. But such talk is idle. There is not a single captain on the ocean who enjoys such an income. That many of them deserve to is another matter entirely.

In an argument that master mariners are well paid the point is advanced that the officers are fed while at sea and even alongside the wharf with the best that the market affords and at the expense of the steamship company. Yet 80 per cent of these well fed gold laces are married and have big families that demand food, clothes and a home either here or abroad, whether or not the ship is in port. This establishment costs as much while the master mariner is on the bosom of old Neptune as it does when he is playing dry cob at home for a short period. His going or coming adds or deducts little from the general cost.

There are few pursers on the Atlantic who command a higher monthly salary than \$10. They must have years of experience, a host of friends and be "top sawyers," as they say at sea, to command even this figure. Unlike the ships' surgeons, the purser is seldom made the recipient of a generous tip. Nobody seems able to explain why it is so, unless it be that the purser, handling all the money of the voyage, which includes extra passage money, the receipts from the smoker made through the chief steward, the wine bills from the tables, all amounting to a pretty large figure, is recognized as the financial end of the floating hotel and so treated accordingly.

The smoker and its many attachments are luxuries which the captain is not permitted to enjoy, or if permitted rarely indulges in. Any skipper who would make himself a jolly good fellow in the smoker would lose the confidence of those under his care as fast as a trout taking a May fly. Not that his appearance there would make him any less the sailor, but passengers for some reason or another seem to believe that the only place for the master of their ship is on the bridge or in the chartroom. And if they can picture him on this bridge in oilskins and so-called wester with the wind and sleet and ice blustering around him, so much the better to the perfection of their idea of the practical and capable mariner.

The poorest paid man in an official capacity on a great liner is probably the surgeon. Some passengers have the opinion that as the company pays the ship's doctor, those using him on a trip are not supposed to give financial recognition to his attention. It is true that none is obliged to, but he should. The demand of a doctor at sea is in nowise different from that demand on land. The steamship companies give a passenger board, lodging and transportation at a cost that could not be equaled on any railroad of the earth, when distance, accommodation and attention are considered. The luxury of a doctor, while generally forced, is at the same time an auxiliary of sea travel for which the company receives nothing, and which, when free medicines are included, as they invariably are, costs quite a good deal. Experienced ocean travelers seldom forget the surgeon when necessity makes them call for his attention during a trip. But these experienced tourists are few and far between.—New York Mail and Express.

Henklewics. Father Barbass of Baltimore, who justified his countryman, Henry Henklewics, not long ago, says in the Baltimore Sun that the Polish novelist is very simple in his manners and is rather silent when in society, but he is a good listener to a good story. He is of medium size, rather dark and is inclined to baldness, with a hint of gray over the temples. The name is pronounced Chenkay-ventch, with the accent on the second syllable and the ch pronounced as in child. His home is now at Warsaw, through much of his time is spent in traveling and in getting material for his literary work. He has been married twice. The death of his first wife occurred when he was writing "Pan Henklewics" and the number one is traced to his first wife.

When your eyes smile too—when your eyes smile too, when your eyes smile too, when your eyes smile too. It's then I know your hidden heart is laughing out with you. It's often I have seen your lips go searching up a smile. And, oh, I somehow know your heart was giving all the while, and the song was dark and gloomy and the bird songs were so few, and the sun forgot its shining—till your eyes smiled too!

WHEN YOUR EYES SMILE TOO.

When your eyes smile too—when your eyes smile too, when your eyes smile too, when your eyes smile too. It's then I know your hidden heart is laughing out with you. It's often I have seen your lips go searching up a smile. And, oh, I somehow know your heart was giving all the while, and the song was dark and gloomy and the bird songs were so few, and the sun forgot its shining—till your eyes smiled too!

FIRING ON THE MOB.

The Scene After the Death Dealing Volley Had Done Its Work.

The yelling mass below roared the walls. A whistle pierced the tumult. From the windows jetted swift lines of flame, and a shattering volley tore the air.

A crash, and then stillness on the mob, an intense hush, a swift paralysis; a blue gray smoke cloud floated on the walls and out over the jailyard. Men gasped, then held their breath. From their nests in the caves started sparrows flew above the crowd with frightened twitterings.

In the jail corridor sounded the clink, clink of empty shells falling to the floor as nervous fingers fumbled at boxes of shoved fresh cartridges home with a snap snapping of breechlocks, while staring eyes were fixed upon the scene outside.

From below came a new sound, the noise of agony. On the outskirts of the crowd men were running. The mob surged back from the jail walls. In the space left clear lay prostrate forms outstretched or huddled in attitudes of grotesque horror on the stone paved way. One figure half arose, wavered backward and then fell toward the retreating mob with a gasping cry. Men running back from the crowd with apprehensive glances at the windows carried off the limp forms. In the crowd men bore up other men who reeled and staggered to and fro.

The corridor was very still. The guard stood in silence. Here and there one drew a long breath, with a slow heaving of the chest and a lifting of the shoulders. Turning their eyes with an effort from the mob, they glanced at each other as though seeking confirmation for their thoughts, to be assured that all this thing had happened, that the dark forms on the pavement below had been a grim reality. A slight, pale faced private threw his rifle to the floor and turned his face from the window, with a burst of shuddering sobs. Others swore apparently at nothing and bused themselves with their weapons. No one paid any heed to the private who wept except that his next rank man stooped and picked up his rifle. The smell of burned powder hung in the air.—H. H. Bennett in Lippincott's.

Doghouses and Dog Kennels.

Doghouses is the name applied to a house made for a dog to live in out of doors; dog kennel to a house or box built for a dog's quarters indoors. The doghouse is likely to be for a big dog; the kennel, in private houses, for a little dog. There are few doghouses used in the city, and in proportion to the number of pet dogs not a great many kennels, but still the number of kennels in the aggregate is considerable.

Doghouses are made with a sloping roof to shed rain. No such necessity exists in the case of the kennel, and kennels are always made with a flat top. Things may be placed on top of them. The kennel is practically an oblong box made of yellow or white pine or of whitewood, and customarily painted white and without ornamentation. The kennel has a grated opening in the top for purposes of ventilation, with a cover to put over to prevent draft. Formerly the doors of such kennels were made of wire cloth; now they are all made with bars of a very small sized gas piping.

The kennel of this kind is so made that it is raised at the corners enough to make the bottom clear the floor, and it is often mounted on casters, so that it can be conveniently moved about from room to room. Such kennels are made by carpenters, and they cost \$5 to \$10 each, according to the size.—New York Sun.

What "Goes" on the Yukon.

In The Century there is an article on "The River Trip to the Klondike," written by John Sidney Webb. Mr. Webb says: Alaska is a country of more square miles than square meals, and the legendary governor of North Carolina would have found little else but muddy Yukon water, assaying 50 per cent solids to the liquid ton, in which to quench his celebrated thirst. "Do as you please" is the motto. In civilization costs are worn for various reasons, "on the Yukon" because it blows up cold or rains. Napkins, tablecloths, sheets and pillows do not "go" on the Yukon, or have not heretofore. Even the Klondike millionaire packs his blankets and takes what he can get.

Song and Talk.

"What is a song recital, Uncle Christopher?" "A song recital? Well, somebody sings all afternoon, and an audience of women talk through the whole performance."—Detroit Free Press.

The "Prisoner of Chillon" did not suffer in the cause of liberty. He was a troublesome rogue sent to prison for mischief making and spent his term there in making indecent verses.

The vineyards of Italy cover nearly 2,000,000 acres.

ALLEGHENY VALLEY RAILWAY COMPANY, in effect Sunday, December 19, 1897, Low Grade Division.

Table with columns: STATIONS, No. 1, No. 5, No. 9, 109, 101. Rows include Red Bank, Lawnsboro, New London, Oak Ridge, Maysville, Summers, Brookville, Bell, Fuller, Reynoldsville, Painesville, Falls Creek, DuBois, Waterford, Winterthur, Painesville, Reynoldsville, Fuller, Bell, Summersville, Maysville, Oak Ridge, Lawnsboro, Red Bank.

Table with columns: STATIONS, No. 1, No. 5, No. 9, 109, 101. Rows include Driftwood, Grant, Reynoldsville, Painesville, Winterthur, DuBois, Falls Creek, Painesville, Reynoldsville, Fuller, Bell, Summersville, Maysville, Oak Ridge, Lawnsboro, Red Bank.

Trains daily except Sunday. P. M. A. M. P. M. A. M. P. M. A. M. P. M.

PENNSYLVANIA RAILROAD.

Philadelphia & Erie Railroad Division.

TIME TABLE IN EFFECT.

Trains leave Driftwood.

EASTWARD.

9:10 a. m.—Train 8, weekdays, for Sunbury, Williamsport, Hagerstown, Pottsville, Scranton, Harrisburg and the intermediate stations, arriving at Philadelphia 4:30 a. m.; New York, 9:30 p. m.; Baltimore, 6:00 p. m.; Washington, 7:15 p. m. Pullman Parlor car from Williamsport to Philadelphia and passenger coaches from New York to Philadelphia and Williamsport to Baltimore and Washington.

4:40 p. m.—Train 6, weekdays, for Harrisburg, Pottsville, Hagerstown, Scranton, Williamsport and the intermediate stations, arriving at Philadelphia 4:30 a. m.; New York, 7:30 a. m.; Baltimore, 6:30 a. m.; Washington, 7:40 a. m. Pullman sleeping cars from Harrisburg to Philadelphia and Williamsport to Philadelphia and Williamsport to Baltimore and Washington.

9:30 p. m.—Train 4, daily for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 4:30 a. m.; New York, 9:30 a. m.; Baltimore, 6:30 a. m.; Washington, 7:40 a. m. Pullman sleeping cars from Harrisburg to Philadelphia and Williamsport to Philadelphia and Williamsport to Baltimore and Washington.

WESTWARD.

4:41 a. m.—Train 9, weekdays, for Erie, Ridgeway, DuBois, Clermont and principal intermediate stations.

9:41 a. m.—Train 3, daily for Erie and intermediate stations.

5:45 p. m.—Train 15, weekdays for Kane and intermediate stations.

THROUGH TRAINS FOR DRIFTWOOD FROM THE EAST AND SOUTH.

TRAIN 9 leaves New York 5:50 p. m., Philadelphia 8:50 p. m.; Washington 9:30 p. m.; Baltimore 8:40 p. m., arriving at Driftwood 4:41 a. m., weekdays, with Pullman sleepers and passenger coaches from New York to Philadelphia and Washington to Baltimore and Williamsport.

TRAIN 15 leaves Philadelphia 8:30 a. m.; Washington, 7:30 a. m.; Baltimore, 6:30 a. m.; Williamsport, 5:30 a. m., arriving at Driftwood at 5:45 p. m. with Pullman Parlor car from Philadelphia to Williamsport and passenger coaches from Williamsport to Philadelphia and Baltimore to Williamsport.

TRAIN 3 leaves New York at 7:40 p. m.; Philadelphia, 11:30 p. m.; Washington, 10:40 p. m.; Baltimore, 11:50 p. m.; daily arriving at Driftwood at 9:41 a. m. Pullman sleeping cars from Philadelphia to Williamsport, and passenger coaches from Philadelphia to Erie and Baltimore to Williamsport. On Sundays only Pullman sleeper Philadelphia to Erie.

JOHNSONBURG RAILROAD.

(WEEKDAYS)

TRAIN 19 leaves Ridgeway at 8:55 a. m.; Johnsonburg at 9:10 a. m., arriving at Clermont at 10:00 a. m.

TRAIN 20 leaves Clermont at 10:40 a. m., arriving at Johnsonburg at 11:30 a. m. and Ridgeway at 11:50 p. m.

RIDGWAY & CLEARFIELD R. R. AND CONNECTIONS.

WEEKDAYS.

SOUTHWARD. STATIONS. P. M. P. M. 8:50 4:00 Renovo 10:30 10:30 9:43 4:41 Driftwood 4:03 9:30 10:25 5:25 Emporium 3:25 9:00 11:02 5:52 St. Marys 2:40 8:19

11:15 Kane 12:15 9:05 11:36 Wilcox 11:51 8:42 12:33 Johnsonburg 8:23 9:33 12:10 6:30 Ridgway 8:50 8:00 12:17 6:20 Island Run 8:43 7:52 12:22 6:32 Carman Transfer 8:38 7:47 12:31 6:41 Croyleland 8:32 7:41 12:38 6:48 Shores Mills 8:20 7:33 12:39 6:48 Blue Rock 8:22 7:30 1:00 7:00 Vineyard Run 8:19 7:28 1:03 7:03 Brockwayville 8:08 7:17 1:07 7:06 Lanes Mills 8:02 7:12 1:07 7:14 Harveys Run 7:54 7:04 1:15 7:20 Falls Creek 7:50 7:00 1:40 7:35 DuBois 7:40 6:40 1:50 7:35 Falls Creek 7:40 6:55 1:55 7:40 Reynoldsville 6:45 6:40 2:10 8:00 Brockwayville 6:40 6:40 2:15 8:10 New Bethel 5:30 5:19 3:30 9:55 Red Bank 4:55 6:50 12:49 Pittsburg 4:40 6:40 p. m. p. m. p. m. p. m. p. m.

TRAINS LEAVE RIDGWAY.

EASTWARD. WESTWARD. Train 8, 7:15 a. m. Train 9, 6:10 a. m. " 6, 2:30 p. m. " 15, 11:30 a. m. " 4, 8:00 p. m. " 19, 8:10 p. m.

J. B. HUTCHINSON, J. R. WOOD, Gen. Manager, Gen. Pass. Ag't.

BUFFALO, ROCHESTER & PITTSBURGH RAILWAY.

The short line between DuBois, Ridgway, Bradford, Salamanca, Buffalo, Rochester, Niagara Falls and points in the upper oil region.

On and after Feb. 30th, 1898, passenger trains will arrive and depart from Falls Creek station, daily, except Sunday, as follows: 7:35 a. m. and 1:40 p. m. for Curwensville and Clearfield.

9:45 a. m.—Rochester mail—For Brockwayville, Ridgway, Johnsonburg, Mt. Jewett, Bradford, Salamanca, and Rochester, connecting at Johnsonburg with P. & E. train 3, for Wilcox, Kane, Warren, Corry and Erie.

Farms for Sale.

A GREAT CHANCE FOR SOME MAN FULL OF DAYS' WORKS.

One hundred and thirty acres clean farm land with thousands of tons of lime stone—enough to pay for the farm two or three times over—and coal land, barn, four-room house, good spring of water, timber for fence posts, in Monroe Twp., Clarion Co., within six miles of County Seat. Good country and good community. Come quick. Can be bought for two thousand dollars.

Another farm with two large barns and houses; lime stone and coal; three to four thousand dollars worth of good oak timber; good water; land in good cultivation; containing about 200 acres; price twelve thousand dollars.

Another with nearly two hundred acres, about 50 cleared; good water and coal; about three thousand dollars worth of oak timber; within three miles of Summersville, A. V. Ry. Price eight thousand dollars.

Another of one hundred acres, large barn and good water, six-room house, with about two thousand dollars worth of oak timber. Price four thousand dollars.

M. C. COLEMAN, Reynoldsville, Pa. Executor.

Miscellaneous.

E. NEFF, JUSTICE OF THE PEACE, And Real Estate Agent, Reynoldsville, Pa.

C. MITCHELL, ATTORNEY-AT-LAW, Office on West Main street, opposite the Commercial Hotel, Reynoldsville, Pa.

C. Z. GORDON, ATTORNEY-AT-LAW, Brookville, Jefferson Co. Pa. Office in room formerly occupied by Gordon & Corbett West Main Street.

G. M. McDONALD, ATTORNEY-AT-LAW, Notary Public, real estate agent, Patents secured, collections made promptly. Office in Nolan block, Reynoldsville, Pa.

FRANCIS J. WEAKLEY, ATTORNEY-AT-LAW, Offices in Mahoney building, Main Street, Reynoldsville, Pa.

SMITH M. McCREIGHT, ATTORNEY-AT-LAW, Notary Public and Real Estate Agent. Collections will receive prompt attention. Office in Froehlich & Henry block, near postoffice, Reynoldsville, Pa.

DR. B. E. HOOVER, REYNOLDSVILLE, PA. Resident dentist. In the Froehlich & Henry block, near the postoffice, Main street. Gentleness in operating.

DR. R. DEVERE KING, DENTIST, Office over Reynoldsville Hardware Co. store, Main street, Reynoldsville, Pa.

HOTELS. HOTEL MCCONNELL, REYNOLDSVILLE, PA. FRANK J. BLACK, Proprietor. The leading hotel of the town. Headquarters for commercial men. Steam heat, free bus, bath rooms and closets on every floor, sample rooms, billiard room, telephone connections &c.

HOTEL BELNAP, REYNOLDSVILLE, PA. J. C. DILLMAN, Proprietor. First class in every particular. Located in the very centre of the business part of town. Free bus to and from trains and commodious sample rooms for commercial travelers.

Railroad Time Tables. BEECH CREEK RAILROAD. New York Central & Hudson River R. R. Co., Lessee. CONDENSED TIME TABLE.

READ UP. EXP. MAIL. Nov. 14, 1897. No. 37 No. 33. HEAD DOWN. EXP. MAIL. No. 36 No. 32.

6:10 p. m. PATTON... Lve 6:40 6:40 6:45 6:45 6:50 6:50 6:55 6:55 7:00 7:00 7:05 7:05 7:10 7:10 7:15 7:15 7:20 7:20 7:25 7:25 7:30 7:30 7:35 7:35 7:40 7:40 7:45 7:45 7:50 7:50 7:55 7:55 8:00 8:00 8:05 8:05 8:10 8:10 8:15 8:15 8:20 8:20 8:25 8:25 8:30 8:30 8:35 8:35 8:40 8:40 8:45 8:45 8:50 8:50 8:55 8:55 9:00 9:00 9:05 9:05 9:10 9:10 9:15 9:15 9:20 9:20 9:25 9:25 9:30 9:30 9:35 9:35 9:40 9:40 9:45 9:45 9:50 9:50 9:55 9:55 10:00 10:00 10:05 10:05 10:10 10:10 10:15 10:15 10:20 10:20 10:25 10:25 10:30 10:30 10:35 10:35 10:40 10:40 10:45 10:45 10:50 10:50 10:55 10:55 11:00 11:00 11:05 11:05 11:10 11:10 11:15 11:15 11:20 11:20 11:25 11:25 11:30 11:30 11:35 11:35 11:40 11:40 11:45 11:45 11:50 11:50 11:55 11:55 12:00 12:00 12:05 12:05 12:10 12:10 12:15 12:15 12:20 12:20 12:25 12:25 12:30 12:30 12:35 12:35 12:40 12:40 12:45 12:45 12:50 12:50 12:55 12:55 1:00 1:00 1:05 1:05 1:10 1:10 1:15 1:15 1:20 1:20 1:25 1:25 1:30 1:30 1:35 1:35 1:40 1:40 1:45 1:45 1:50 1:50 1:55 1:55 2:00 2:00 2:05 2:05 2:10 2:10 2:15 2:15 2:20 2:20 2:25 2:25 2:30 2:30 2:35 2:35 2:40 2:40 2:45 2:45 2:50 2:50 2:55 2:55 3:00 3:00 3:05 3:05 3:10 3:10 3:15 3:15 3:20 3:20 3:25 3:25 3:30 3:30 3:35 3:35 3:40 3:40 3:45 3:45 3:50 3:50 3:55 3:55 4:00 4:00 4:05 4:05 4:10 4:10 4:15 4:15 4:20 4:20 4:25 4:25 4:30 4:30 4:35 4:35 4:40 4:40 4:45 4:45 4:50 4:50 4:55 4:55 5:00 5:00 5:05 5:05 5:10 5:10 5:15 5:15 5:20 5:20 5:25 5:25 5:30 5:30 5:35 5:35 5:40 5:40 5:45 5:45 5:50 5:50 5:55 5:55 6:00 6:00 6:05 6:05 6:10 6:10 6:15 6:15 6:20 6:20 6:25 6:25 6:30 6:30 6:35 6:35 6:40 6:40 6:45 6:45 6:50 6:50 6:55 6:55 7:00 7:00 7:05 7:05 7:10 7:10 7:15 7:15 7:20 7:20 7:25 7:25 7:30 7:30 7:35 7:35 7:40 7:40 7:45 7:45 7:50 7:50 7:55 7:55 8:00 8:00 8:05 8:05 8:10 8:10 8:15 8:15 8:20 8:20 8:25 8:25 8:30 8:30 8:35 8:35 8:40 8:40 8:45 8:45 8:50 8:50 8:55 8:55 9:00 9:00 9:05 9:05 9:10 9:10 9:15 9:15 9:20 9:20 9:25 9:25 9:30 9:30 9:35 9:35 9:40 9:40 9:45 9:45 9:50 9:50 9:55 9:55 10:00 10:00 10:05 10:05 10:10 10:10 10:15 10:15 10:20 10:20 10:25 10:25 10:30 10:30 10:35 10:35 10:40 10:40 10:45 10:45 10:50 10:50 10:55 10:55 11:00 11:00 11:05 11:05 11:10 11:10 11:15 11:15 11:20 11:20 11:25 11:25 11:30 11:30 11:35 11:35 11:40 11:40 11:45 11:45 11:50 11:50 11:55 11:55 12:00 12:00 12:05 12:05 12:10 12:10 12:15 12:15 12:20 12:20 12:25 12:25 12:30 12:30 12:35 12:35 12:40 12:40 12:45 12:45 12:50 12:50 12:55 12:55 1:00 1:00 1:05 1:05 1:10 1:10 1:15 1:15 1:20 1:20 1:25 1:25 1:30 1:30 1:35 1:35 1:40 1:40 1:45 1:45 1:50 1:50 1:55 1:55 2:00 2:00 2:05 2:05 2:10 2:10 2:15 2:15 2:20 2:20 2:25 2:25 2:30 2:30 2:35 2:35 2:40 2:40 2:45 2:45 2:50 2:50 2:55 2:55 3:00 3:00 3:05 3:05 3:10 3:10 3:15 3:15 3:20 3:20 3:25 3:25 3:30 3:30 3:35 3:35 3:40 3:40 3:45 3:45 3:50 3:50 3:55 3:55 4:00 4:00 4:05 4:05 4:10 4:10 4:15 4:15 4:20 4:20 4:25 4:25 4:30 4:30 4:35 4:35 4:40 4:40 4:45 4:45 4:50 4:50 4:55 4:55 5:00 5:00 5:05 5:05 5:10 5:10 5:15 5:15 5:20 5:20 5:25 5:25 5:30 5:30 5:35 5:35 5:40 5:40 5:45 5:45 5:50 5:50 5:55 5:55 6:00 6:00 6:05 6:05 6:10 6:10 6:15 6:15 6:20 6:20 6:25 6:25 6:30 6:30 6:35 6:35 6:40 6:40 6:45 6:45 6:50 6:50 6:55 6:55 7:00 7:00 7:05 7:05 7:10 7:10 7:15 7:15 7:20 7:20 7:25 7:25 7:30 7:30 7:35 7:35 7:40 7:40 7:45 7:45 7:50 7:50 7:55 7:55 8:00 8:00 8:05 8:05 8:10 8:10 8:15 8:15 8:20 8:20 8:25 8:25 8:30 8:30 8:35 8:35 8:40 8:40 8:45 8:45 8:50 8:50 8:55 8:55 9:00 9:00 9:05 9:05 9:10 9:10 9:15 9:15 9:20 9:20 9:25 9:25 9:30 9:30 9:35 9:35 9:40 9:40 9:45 9:45 9:50 9:50 9:55 9:55 10:00 10:00 10:05 10:05 10:10 10:10 10:15 10:15 10:20 10:20 10:25 10:25 10:30 10:30 10:35 10:35 10:40 10:40 10:45 10:45 10:50 10:50 10:55 10:55 11:00 11:00 11:05 11:05 11:10 11:10 11:15 11:15 11:20 11:20 11:25 11:25 11:30 11:30 11:35 11:35 11:40 11:40 11:45 11:45 11:50 11:50 11:55 11:55 12:00 12:00 12:05 12:05 12:10 12:10 12:15 12:15 12:20 12:20 12:25 12:25 12:30 12:30 12:35 12:35 12:40 12:40 12:45 12:45 12:50 12:50 12:55 12:55 1:00 1:00 1:05 1:05 1:10 1:10 1:15 1:15 1:20 1:20 1:25 1:25 1:30 1:30 1:35 1:35 1:40 1:40 1:45 1:45 1:50 1:50 1:55 1:55 2:00 2:00 2:05 2:05 2:10 2:10 2:15 2:15 2:20 2:20 2:25 2:25 2:30 2:30 2:35 2:35 2:40 2:40 2:45 2:45 2:50 2:50 2:55 2:55 3:00 3:00 3:05 3:05 3:10 3:10 3:15 3:15 3:20 3:20 3:25 3:25 3:30 3:30 3:35 3:35 3:40 3:40 3:45 3:45 3:50 3:50 3:55 3:55 4:00 4:00 4:05 4:05 4:10 4:10 4:15 4:15 4:20 4:20 4:25 4:25 4:30 4:30 4:35 4:35 4:40 4:40 4:45 4:45 4:50 4:50 4:55 4:55 5:00 5:00