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DEMOCRATIC TICKET.

STATE.
Judge of Supreme Court,
Samuel G. Thompson.....Philadelphia
Controller..... 75
Frank C. Osbourn.....Allegheny
COUNTY.
Treasurer,
Roger McGarry.....Wilkes-Barre
Register of Wills,
Stanley Davenport.....Plymouth
James W. Ray.....White Haven
Commissioners,
Thomas M. Dillard.....Wilkes-Barre
Thomas McGraw.....Beach Haven
Auditors,
W. E. Bennett.....Wilkes-Barre
John F. Neary.....Pittston

FREELAND, PA., OCTOBER 19, 1893.

The vote of the women at the Connecticut town elections recently was somewhat curious. In some towns none voted, in others very many. Where they joined forces with the existing parties they proved a power, but where they tried to be a party by themselves they were by themselves, and that was all.

The Baldwin Locomotive Works of Philadelphia, in employing only 2,500 hands, none of whom are on full time, against 6,000 hand nights and day a year ago, indicates the change which has taken place in that branch of industry, at the head of which these works stand. Perhaps a little more tariff on locomotives is required.

A practical test is to be made of the electric propulsion of canal boats. The state of New York provides \$10,000 for the trial, which will be made on the Rochester level of the Erie canal. Two wires will be suspended over the canal, exactly as trolley wires are suspended over city streets, and the current is brought down a trolley pole to an electric motor in the boat's stern, which runs a screw propeller.

The Boston Herald points out that Wheeler's bill to enable the city of New York to hold a fair in 1900 to commemorate the beginning of the twentieth century of Christianity should have the date changed to 1901, which is the year in which the twentieth century opens. The Herald is correct. The last day of 1900 complete the nineteenth century, and New Year's day of 1901 begins the twentieth.

The immigration bill introduced in the house by Representative Curtis, of Kansas, is too sweeping. It is manifestly impossible for the captain of every vessel bringing immigrants to the United States to ascertain, before sailing, the personal history, moral character, educational qualifications, financial condition and political views of each one who applies for passage, nor can inspectors on this side do this work satisfactorily. Were it enacted into law, it would be a dead letter, because it is impossible of enforcement.

No one expected that the McKinley tariff would at once work out the evil that is in it. Like some physical disorders, the effect of this disease on the financial and industrial body was somewhat slow in development, but now, when its ravages are manifest, eminent political doctors assure the patient that he is not suffering from the disease, but from the effort to cure it. The trouble, they tell us, is not in the McKinley tariff, but in a fear of the consequences of a reformation of its iniquities and abuses.—Philadelphia Record.

A bill has been introduced into congress which declares that where death follows the intended or actual derailment or robbery of a railway train the parties causing the disaster shall be adjudged guilty of murder. If the attempt fails, the guilty party, if arrested and convicted, shall undergo a sentence of twenty years' imprisonment at hard labor. The bill is good; and has so much to commend it, that it should become a law almost without debate, for train robbery has become so common that something should be done to check it, and it is very clear that only heroic measures will accomplish it.

Costiveness is the cause of the intolerable "bad breath" of multitudes. Dr. Henry Baxter's Mandrake Bitters remove the cause and prevent the evil, and cost only 25 cents. Sold by Dr. Schlicher.

CAPTAIN OF THE BEAR.

He is an Able Sailor and a Thorough Gentleman.

Since 1865 Commander Healy has been a Popular Officer in Uncle Sam's Revenue Service—What He Has Accomplished.

Until the question of the North pole has been settled, anything relating to Arctic exploration will have the most absorbing interest for the general reader. While Capt. Healy, who commanded the Bear, the steamer that represents this country in the seas of the frozen north, may have views of his own as to the most feasible way of reaching the pole, he has kept them to himself. But while others have been busy with the great problem, he has not allowed his wonderful chances for observation to be idle. One of the first things he observed while cruising in the Behring sea was the fact that the Siberian Eskimaux were much more prosperous than those on the American peninsula. As the climatic conditions were almost alike, he became interested in this peculiar state of affairs, and his investigations soon convinced him that the advantages of the Siberians were entirely due to the presence of the reindeer. In the Arctic regions this useful animal not only serves as a beast of burden, but practically solves the question of living, for it supplies the native with food, shelter and clothing. Its absence among the Alaskan Eskimaux accounts for the great suffering that prevails when the fisheries fail, and the seal and walrus have been driven away by white hunters. As soon as Capt. Healy had completed his investigations he petitioned congress to appropriate the sum of \$15,000 for the purpose of introducing reindeer among the natives on the American peninsula. When the bill failed in the house, after twice passing the senate, he did not lose faith in his scheme. He interested others in the undertaking, and succeeded in raising several thousand dollars. With the capital at hand an unforeseen difficulty presented itself. The Eskimaux, being of a low order of civilization, were full of foolish superstitions, and their folk-lore had taught them to believe that an awful fate would overtake the man who parted with his reindeer. Probably no one but Capt. Healy could have surmounted this obstacle; for, during the many years he has been among them, he has acquired great influence by the services he has rendered



CAPT. MICHAEL A. HEALY.

In times of need. In this delicate negotiation he was ably assisted by Dr. Sheldon Jackson, who was favorably known to the natives by his efforts to educate them. Last year the scheme was successfully inaugurated, and the first train of reindeer was made. Some 200 head were purchased at about \$10 each. They were taken to Fort Clarence, and placed under the charge of two experienced men, who are assisted by four Siberian herders. Of course it will take some time to bring the Alaskan Indians around to the new mode of life; but Capt. Healy is convinced that they will see the advantages to be derived, and soon become interested in the breeding of reindeer.

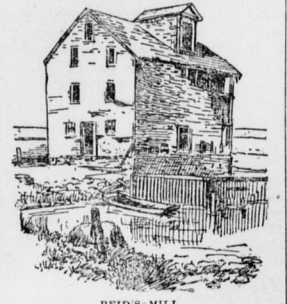
The Bear is not only the most interesting vessel in our navy, but every year she is called upon to perform the most useful and dangerous service. The duties of Capt. Healy, who is the only representative of our government in the Arctic sea, are as varied as they are difficult. Last year there were fifty-two whalers in the Arctic, of which four were lost. In whalebone alone the fleet brought back over \$2,000,000 worth. All these vessels were under the protection of Capt. Healy, whose duty it was to see that none of them got caught in the lee-pack. Besides this work, the Bear, in early summer, is commissioned to cruise about the seal islands, and drive off the poachers who are raiding the rookeries. Another important duty performed by the Bear is to board and search each vessel entering the northern sea. Before the government was recognized industry among unscrupulous traders and whalers. Not only were the natives robbed by these rascals, who got valuable furs and ivory for a mere song, but they were fast becoming brutalized by the cheap whiskey which they received in exchange. This enormity has now been almost wiped out, thanks to the Bear. Since Capt. Healy has been in command of this important mission he and his crew have rescued no less than three hundred shipwrecked sailors, and aided hundreds of sick and destitute miners and others.

A New Smokeless Powder.
A new smokeless powder, named plastomint, has been tested with great success at Bucharest. It proved the best of smokeless powders for the small caliber Mannlicher rifle, and especially satisfactory with the smooth bore sporting guns. The smoke is hardly perceptible, the noise of explosion slight, and there is absolutely no recoil.

Oldest French Railroad.
The oldest railroad in France runs between Paris and Havre. It was built more than half a century ago.

REID'S OLD MILL.

It Ground Wheat One Hundred and Fifty Years Ago.
One interesting landmark of the last century remains in a suburban region fast yielding its rural charm in face of the city's advancing vanguard. Between two and three miles northeast of New York's city limits, and perhaps a mile and a half beyond the line of ambitious little Mount Vernon, stands Reid's mill, overlooking the broad, flat marshes that edge the sound. The mill is approached by one of the most picturesque roads of a picturesque region. It runs for a mile or more along the valley of a little wooded stream, and crosses the latter a dozen yards before



REID'S MILL.

It meets tidewater. A few hundred yards eastward is the rude beach and farmyard leading to the old mill. An old Dutch house, still retaining its wide porch and broad, low-eaved gables, faces mill and mill stream. High tides rise all about the house, submerge its flower garden, and flood its cellar.
The mill, a three-and-a-half-story shingled structure, overhangs the tide race in which its water wheel once dipped and turned. The mill was built in 1739 by Shute & Stanton, local millers of that day. It was driven by the tide, and for several generations it ground the wheat from neighboring farms. Robert Reid became owner of the mill about the middle of the last century, and was reputed an honest though somewhat testy miller. One Waldron afterward became owner or lessee, and in 1792 a town committee was appointed to regulate Miller Waldron's toll charges.
The old mill continued its work with various fortunes and successive owners until within the last few years. When the region round about ceased to be a wheat-growing country the mill ground western grain into flour, and the crooked little stream leading to the sound brought upon its tide vessels that bore grain and grist.

Reid's mill is now slowly falling into ruins. The wreck of its wheel and other machinery is visible at the rear. Many of its shingles near the ground have been torn off as relics or to kindle fires. The great oak beams remain seemingly sound. An oysterman now keeps his tools of trade in the large ground floor apartment of the mill, and in the water just outside he has fenced a space where newly-caught oysters may be fattened.
Every high tide brings a mass of seaweed and marsh hay about the mill. The short, stone-built isthmian road that leads to the mill door still resists the action of the tides, and the visitor of to-day may drive quite to the doorstep, as Westchester people were accustomed to drive a century and a half ago, when the new shingles of the structure were not yet weather-stained.

SIoux PRIZE BEAUTY.

Princess Pretty Voice and the Romance of Her Life.
One day in writing to a friend, an army officer out west who is stationed in the midst of Indians, I asked him to send me a photograph of a real Indian beauty. I had to wait a long time, writes Eleanor Waddle in the Chicago Record, but finally he sent me a photograph of Princess Pretty Voice.



PRINCESS PRETTY VOICE.

Princess Pretty Voice, saying that the Sioux considered her the very highest type of beauty.
The correspondent goes on with a story to the effect that it fell to the lot of the princess and her father to nurse a sick officer of the United States army. When he was able to travel, not being able to make a presentation speech in Sioux, he hitched his horse—a very fine animal—in front of the chief's tent as a token of his gratitude and went back to his barracks in an ambulance. The chief accepted this act as a proposal of marriage, and so announced to his tribes, and he afterward paid a visit to the headquarters of the troop and formally accepted the officer as his son-in-law to be. About this time the officer decided that the situation hardly admitted of explanation short of the consummation of the "contract" or flight. He fled and afterward was regularly transferred to another post. The Sioux chief stormed awhile and wanted to go on the warpath, but was induced to let the matter drop. Princess Pretty Voice, however, is a victim of melancholy, for she had fallen in love with the officer.

Train Loads of Iron in Trusses.
It required 600 flat cars to convey twenty-two trusses in the main roof of the Manufacture and Liberal Arts building from the manufactory to Chicago.

AN HONOR TO AMERICA.

John Fiske, the Famous Historian and Publisher.

His Remarkable Boyhood—At Eight Years of Age He Had Read All of Shakespeare's Plays—Some of His Greater Works.

Among the men of the present generation who by force and breadth of intellect have won the respect of scholars and the admiration of the public, few, if any, Americans stand higher than John Fiske. Possessing a mind of extraordinary strength and clearness, a tenacious memory that places everything that he has ever read at his immediate disposal, and catholic and highly cultivated tastes, his equipment for the work of original investigation in history or philosophy is unusually complete. Added to these qualities is a style of marvelous flexibility, simplicity and lucidity, which is the natural outgrowth of an orderly and logical mind and which has been one of the chief causes of the popularity of his writings.

Mr. Fiske is now in his fifty-second year. His father was a journalist. He died in 1852, and in 1855, when her son was thirteen years old, the widow married Edward W. Stoughton, once United States minister to Russia. Up to this time the lad's name had been Edmund Fiske Green, but he now took the name of his maternal great-grandfather, John Fiske. He early showed that he possessed extraordinary intellect. He had a strong taste for science and the languages. Before he was eight years old he had read all of Shakespeare's plays. At eighteen, besides his Greek and Latin, he could read fluently French, Spanish, Portuguese, Italian and German, and had gained a fair command of Dutch, Danish, Swedish and Anglo-Saxon, besides making a beginning in Icelandic, Gothic, Hebrew, Chaldee and Sanskrit. In college the studies of which he was especially fond were history, philosophy and comparative philology. He was graduated from the college in 1863 and from the Harvard law school two years later.

Mr. Fiske opened a law office in Boston, and found it a convenient place for studying history while he waited six months for clients. Then he made up his mind to devote himself exclusively to literature. He had already done something in that line. In 1861, when he was a junior in college, he contributed to the National Quarterly Review an article entitled "Mr. Buckle's Fal-



JOHN FISKE.

lacies," which is now included in his "Darwinism, and Other Essays." Mr. Fiske's first book, which was preceded by many essays in reviews, magazines and newspapers, was "Myths and Myth-Makers," published in 1873. This was followed in 1874 by a work which immediately attracted the notice of many of the keenest minds in England and the United States—"Outlines of Cosmic Philosophy." This work was based upon a series of lectures which Mr. Fiske had delivered at Harvard in 1869 and 1871, and which he repeated in Boston, New York and London.

During the last ten years Mr. Fiske has devoted his time almost exclusively to American history, and the beauty of his style and the philosophical spirit with which he traces cause and effect in the development of political ideas give a fascinating interest to his historical works. These are four in number—"American Political Ideas," "The Critical Period of American History, 1783-1789," "The Beginnings of New England," and, in the Riverside Library for Young People, "The Way to Independence." Since 1881 Mr. Fiske has delivered an annual course of lectures on American history at Washington university, St. Louis, and these lectures he has repeated in many towns and cities before publishing them in book form.

Mr. Fiske's home is in Cambridge, Mass., where he spends all of his time with his wife and six children when he is not traveling about the country lecturing. Since 1879 he has been a member of the board of overseers of Harvard university, and from 1872 to 1879 he was assistant librarian at that institution. He has visited Europe several times, remaining for an entire year, and has lectured before the Royal Institution in London and the Philosophical Institution at Edinburgh. He numbers among his friends most of the men in England eminent in science and literature, who were first attracted by the skill with which he expounded the philosophy of Spencer.

Color Blindness and Tobacco.
A new theory has been advanced in regard to the defective color-sense, which holds that it is probably due to the use of tobacco, and arguments are adduced giving the theory some plausibility. Inasmuch as it is chiefly men who suffer from color-blindness there seems some reason to suppose that, at least, it is due to something peculiar to men, as smoking in this country generally is; and if tobacco is not to be held accountable for it, what is? In the exceptional cases of deficient color-sense found among women, if the victims do not smoke, they may possess the defect by inheritance.

THE ROCKING STONE.

A Forty-Ton Boulder Which is Balanced Wonderfully.

In picturesque Sullivan county, N. Y., is the famous rocking stone. It is on the farm of Joseph McLaury, two miles west of the county seat, Monticello, off of the old Newburg and Cohecton turnpike. At first sight it would not in all probability attract more than a casual glance from the wayfarer, situated as it is in the center of a rather delapidated stone wall of which it forms a part. But upon closer examination some of the mysterious and delicate workings of Dame Nature are seen in the composition of the stone, the history of which is as yet unwritten by the scientists of this country.

The rock weighs 80,000 pounds, or forty tons, and is so evenly balanced on a table of rock that it can easily be set in motion from either the north or south sides by the pressure of a finger, yet, so solidly laid, the combined



THE ROCKING STONE.

strength of a hundred men without artificial appliances could not displace it. Three teams could not haul it if placed on a wagon heavy enough to hold it. Its body is composed of loose and soft limestone, imbedded in which are numerous round, flinty pebbles of diamond-like hardness.

Throughout the entire valley where it is situated it is the sole specimen of its kind, for the stones of the county which it rests in a hard stone, nearly as firm and close grained as the blue stone cut from the quarries of Sullivan county. This dissimilarity gives rise to the inference that it was lodged in its present position by some volcanic eruption during the drift period, though whence it migrated lies not in the old traditions of the county.

Not a few of the adamantine pebbles which indent its sides have been worn smooth, and in some cases split in half. Its sides and corners have also been worn to almost every fineness, probably by the attrition suffered in its passage.

The valley in which it rests is between two mountains and about 1,300 feet above the level of the sea, forming a most appropriate pedestal. The country round about is wild and for the most part uncultivated.

FUTURE OF POETRY.

The Subject Discussed by Edmund Gosse, the English Critic.

Edmund Gosse, the English poet and critic, has just published a volume of essays, a number of which are devoted to various phases of the question: "Is the future of poetry in danger?" This question is appropos of the suggestion that "poetry has had its reign, its fascinating and imperial tyranny, and that it must now make way for the democracy of prose." The neglect of poetry as a living instrument is partly due, in Mr. Gosse's judgment, to lavish zeal for the dead. Contemporary poets, he thinks, can get little attention while they have to wander disconsolately among the tombs of the ancients on which criticism is constantly writing fresh epitaphs. Looking to the future, "poetry," prophesies Mr. Gosse, "if it exists,"



EDMUND GOSSE.

at all, will deal, and probably to a greater degree than ever before, with those more frail and ephemeral shades of emotion which prose scarcely ventures to describe. * * * The most realistic novel, the closest psychological analysis in prose does no more than skim the surface of the soul; verse has the privilege of descending into its depths. In the future lyric poetry * * * will interpret what prose dares not suggest. It will penetrate further into the complexity of human sensations and, untroubled by the necessity of formulating a creed, a theory or a story, will describe with delicate accuracy and under a veil of artistic beauty the amazing, the unfamiliar and even the portentous phenomena which it encounters."

A Small European State.
The territory of Moeresnet, between Germany and Belgium, was made independent in 1813. It has no policeman, no army, no elections, a territory of about two square miles, and a population of about 2,000. There is a senate of ten members, and the mayor is appointed by two delegates, one from Germany and one from Belgium. The mayor appoints the senate.

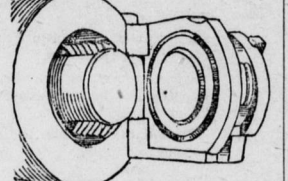
Power of Engines.
The steam engines of the world represent the work of 1,000,000,000 men, or more than double the working population of the earth.

LARGE RIFLED CANNON.

Some That Are Being Made for the American Navy.

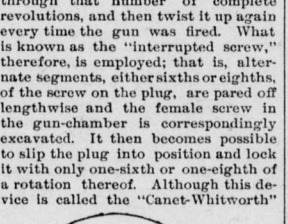
The "Interrupted Screw" a Yankee Invention—Various Forms of Gas Checks—The Functions of the Erech Plug.

The great thirteen-inch gun about to be tested by the navy department at Indian Head (just below Washington, on the Maryland side of the Potomac) is the largest rifled cannon yet made for the United States. It is forty feet long, forty-nine inches in diameter at the thickest part, weighs sixty and a half tons, and is intended to fire an



1,100-pound projectile with a charge of powder of half that weight. Four of these guns are to be made for each of three battleships—the Indiana, Massachusetts and Oregon. The Iowa will have guns with only twelve-inch bores. Eventually we are to have a sixteen-inch gun, weighing 110½ tons. The steel for these immense cannon is supplied by the South Bethlehem Iron Works. Although there are no very new features to be mentioned in connection with the breech mechanism of these great cannon, the public is not as familiar as it might be with this ingenious apparatus.

Almost every well-read person is aware, of course, says the New York Tribune, that breech-loading has practically supplanted muzzle-loading all over the world. To withstand the enormous pressures developed by the discharge of heavy ordnance (from 25,000 to 40,000 pounds to the square inch), it is necessary to fit the breech plug, which is temporarily removed every time the piece is loaded, very securely into the chamber back of the barrel proper. This is done by screwing it in; and, in order to make such an adjustment perfectly safe, the thread should encircle the plug at least four or five times. But in battle, where rapid work is desirable, it would be no small matter to untwist a massive block weighing a ton or so through that number of complete revolutions, and then twist it up again every time the gun was fired. What is known as the "interrupted screw," therefore, is employed; that is, alternate segments, either sixths or eighths, of the screw on the plug, are pared off lengthwise and the female screw in the gun-chamber is correspondingly exarated. It then becomes possible to slip the plug into position and lock it with only one-sixth or one-eighth of a rotation thereof. Although this device is called the "Canet-Whitworth"



ARRANGEMENT OF PASSENGER TRAINS.

MAY 14, 1893.

LEAVE FREELAND.

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