

RAILWAY MAIL SERVICE. One of the Best Perfected Systems in the Country.

One of the most highly perfected institutions in this country is the government railway mail service. Few people stop to think of the busy workers who spend hours and hours of weary toil in the travelling postal car as it thunders onward through the night, bringing the communications of commerce and society hours and hours ahead of the schedules known anywhere else in the world.

The Burlington runs a train from Chicago to Omaha, a distance of five hundred miles, that makes the trip after night in about five hundred minutes. To make all necessary stops and slow-downs, and still maintain a speed of a mile a minute for such a distance, is a remarkable performance. This train consists of four cars, carrying nothing but fifty tons of mail, which is handled every trip. Fifteen clerks ride in the cars to sort the letters and papers while the sensational dash is being made. In addition to the Burlington's famous train, there are some thirty other special mail trains which leave Chicago every twenty-four hours.

The first mail is the pet of the railway service. It is "make way for the lady" when the flyer comes. Some night, if you happen to be at a station when the fast mail departs, you will find a dozen clerks and attendants, a conductor pacing back and forth with watch in hand; an engineer rubbing and oiling a big steel racing machine, like a jockey getting and cooing a frisky thoroughbred. This engine will be a marvel. It will carry ten tons of coal and 6,000 gallons of water. An average sized man can stand erect in its firebox. It is gaily and singular and powerful. It will fire off a train of building blocks, a conductor pacing back and forth with watch in hand; an engineer rubbing and oiling a big steel racing machine, like a jockey getting and cooing a frisky thoroughbred.

The work of the railway postal clerk is most exacting. By the time he has reached the \$1,200-a-year grade he has memorized about fifteen thousand postoffices. He knows the states they are in, the counties and the railroads and junction points which they are reached. He must at all times keep up with every change of schedule affecting every one of these fifteen thousand offices. In the side of each car there is arranged a case containing 140 pigeonholes, and into these the clerk mails the letters so swiftly and dexterously that you can hardly believe he is sending the addresses on them. He shuffles the letters into the grades and fills the professional dealer of the mail shows in handling a new pack, and all the while the train is rushing onward with lightning speed. The men in the cars become so familiar with the road over which they pass that they can tell you exactly where they are at any point of the run without looking up from their work. They are able to do this by their familiarity with all curves, grades and crossings on the line. It is necessary for them to judge closely the speed of the train in order to have the mail ready for all junction points. If one of them sees that he has more work than he can handle before he gets to a given place, he calls for help. He sends a general rally and hands out the particular sack "led out."

One of the things that every mail clerk prides himself on is his ability to decipher writing that would be illegible to any one else. When one man gets an address he cannot make out he passes it on to the next man, and if no one on the train can figure it out it goes into the "sixty-six" file. The "sixty-six" is a general rally and the dead letter office. Last year the records showed that each clerk handled 12,000 pieces of mail accurately to every error he made, and it is said that hardly one letter in 100,000 fails to find its way to the proper destination.

Here is an incident which shows what a thorough knowledge of his business the railway postal clerk must have: A letter was mailed at Harrisonburg, Va., one afternoon at 2 o'clock, addressed to Rockingham, four miles away. To reach its destination at the earliest possible moment this letter was dispatched over the Southern to Washington, a distance of 16 miles. The clerk on this train tied the letter to the Washington and Hinton route, which carried it to Staunton, a distance of 106 miles. The clerk on this train sent it over the Harrisonburg and Lexington route, which carried it to its destination, twenty miles away. Thus the letter travelled 219 miles to go four miles, but it got there two hours earlier than it would have if it waited for the direct train.

From the day the first travelling postoffice was established the success of the experiment was assured. It was but a few years until there were railway postal cars on every railroad. One does not realize how the business of the country has grown until he looks at the figures. In 1877 there were 864,000,000 pieces of mail handled by the railway mail service. In 1888 the number of pieces handled had increased to 6,287,000. In other words, the service had increased 720 per cent in eleven years. In 1897 there were 11,571,549,880 pieces handled, or close to double the amount handled nine years before. In 1906 there were handled, exclusive of registered matter, almost 20,000,000,000 pieces. Thus it will be seen that the service in the last twenty years has practically doubled itself every ten years.

The occupation of the railway postal clerk is a most dangerous calling. It is said on the best authority that the percentage of mail clerks annually killed and wounded in the service is greater than that of the United States army in the Mexican War, and several times greater than that of the Spanish-American War. During the last year there were 225 wrecks in which mail clerks figured. In all these wrecks are usually run directly behind the engine, and when there is a wreck the fire from the engine is usually communicated to these cars, with the result that many clerks and much valuable mail are incinerated annually.

Another cause that adds to the danger of the mail car is the use of gas and oil as a lighting agent. The moment there is a wreck, if oil be used for light, the contents of the lamps are strewn over the wreckage of the mail car, and the first spark starts a fire. In the case of gas, the pipes leading to the storage tanks are usually broken, with the result that there is an explosion, which makes it even more dangerous than oil. Electricity as a lighting agent would overcome all this, and steel cars which could not be smashed would also be a great protection to the clerks.

There are perhaps more than a hundred all-steel cars now being built. The Harriman lines have thirty-six under contract. The Pennsylvania has a large number, and other roads have cars under construction. The first all-steel postal car was built by the Erie, and was exhibited two years ago in Washington. This car was in a wreck last year, and although it took a somewhat down a steep embankment while the train was running at a high rate of speed, it came out none the worse. For the experience, and all of the clerks escaped serious injury.

The railway postal clerks have two organizations. The principal one is the Railway Mail Association, with a membership of 11,940. This association is a fraternal, benefit organization. Its foundation is a paper of its own, "The Railway Post Office," whose editor, George A. Wood, of Portsmouth, N. H., is also secretary and treasurer of the association. It was through him that the scope of the organization was so broadened as to make it considered by the department a valuable adjunct to the railway mail service in the solution of the many problems that arise in the continual effort to better the service. Wood has been re-elected to his office this year.

Even to this day there are rival claims as to who originated the postal car service. The friends of the late W. A. Davis, assistant postmaster at St. Joseph, Mo., claim that he was the originator of the idea, but practically all the official testimony gives the credit to George H. Armstrong, then at times editor, George A. Wood, of Portsmouth, N. H., is also secretary and treasurer of the association. It was through him that the scope of the organization was so broadened as to make it considered by the department a valuable adjunct to the railway mail service in the solution of the many problems that arise in the continual effort to better the service. Wood has been re-elected to his office this year.

trial postoffice, he proposed that it should be done on moving trains. We have the testimony of the postmaster that he began to fear that Armstrong was crazy. However, he assisted in getting the idea before the department, and Postmaster General Blair agreed that the experiment should be made. The first car used was the old baggage car, arranged in very crude fashion. It was operated on the old Chicago Railway between Chicago and Rockford, Ill. A monument now stands in the lobby of the Chicago postoffice to the memory of the man who founded this wonderful system.

FREDERIC J. HASKIN. (To-morrow's article will be on "Some Facts About Dogs.")

ON THE PACIFIC COAST. San Francisco Faces Danger of Street Railway Strike.

San Francisco, April 27.—San Francisco is facing a street railway strike which will shut out the street railways of the city. The Car Men's Union presented to the United Railroads a formal demand for a new schedule of wages and hours providing for an eight hour day and a uniform wage of \$3. President Calhoun declared that the company could not grant the demand and said that the best it would do to continue the present schedule of 31 to 33 cents an hour, based on a ten hour day. This is a feeling among the well informed men of the city that the leaders of the Car Men's Union are seeking to bring on a strike in order to bring about a new opportunity to resume his place in favor of labor by an adjustment. President Cornelius, of the union, is an old-fashioned union man.

A climax was reached in the investigation of police who rebelled against the methods of their superiors, have the grand jury and Assistant District Attorney Henry all the trials of the alleged corruption in the department. He testified that every member of the police force in the red light district was in this part of the city. He was profiting by taxes levied on the army of vice. He said that the grand jury was paid \$100 a month by each house of ill repute. Saloons and gambling houses were also being run in the same way on a fixed schedule, according to the captain.

The Grand Parlor of the Native Sons of the Golden West, the "California order" of which Rufus Schmitz and others among well known persons have been leading members, passed resolutions in the session at Napa this week authorizing the expulsion of any member guilty of any offense which would tend to bring discredit on the order. This will be a heavy blow to the young workers, as much of their power in politics has been due to the influence and influence in the Native Sons. There was practically no opposition to the resolution.

Unless all signs fail, Southern California is to lose its place as the leading citrus fruit growing part of the state. There has been a great increase in the orange and lemon acreage in the San Joaquin Valley in the last two years. Tulare County, just north of the Tehachapi mountain range, which is the center of Southern California, promises to be the banner orange county of the state. A strip along the western slope of the Sierras, in the neighborhood of Porterville, is rapidly being converted from grain fields to orange groves. One orchard alone being more than two thousand acres wide. Early reports of damage to fruit crops by cold rains, and floods, too, seem to have been greatly exaggerated. A careful inspection of the orchards in Tulare county shows that the crop will be heavy, while the Fresno peach district will give a large yield. Prunes and apricots are also being raised in the valley.

Stanford University was the center of another upheaval this week which has attracted general attention throughout the state. W. F. Herr, editor in chief of "The Sequoia," the college monthly magazine, has been dismissed from the editorship by the faculty because he made the publication too "yellow" in its editorialism. The magazine was viewed by the faculty as the publication of an original poem, "Bathsheba," which told the story of David and Bathsheba. The young workers of the university refused to buy or read the magazine, and this protest resulted in the retirement of the editor, although it caused a tremendous demand for that particular issue of the paper.

After negotiations covering many weeks, the Palace Hotel Company, which is made up of the Sharon estate, Senator Newlands and others, has secured a lease on the new \$3,000,000 Hotel Fairmont. This lease will run ten years from May 1. The Palace Company is to pay an annual cash rental of \$100,000 or \$10 a month, plus the insurance and taxes on the whole property. The rental, including these terms, it is said, will be approximately \$1,000,000. The Palace Company has an option of renewal at the expiration of the ten years at an annual cash rental of \$120,000, or \$12,000 a month, plus the taxes and insurance.

This move by the Palace Hotel Company does not include the rebuilding of the Palace. On the contrary, the plans for the new and bigger Palace are all ready and the work will be begun as soon as the material can be obtained. Captain N. T. Smith, treasurer of the Southern Pacific Railway, who died at his country home near Los Angeles, was one of the founders of the railway world of the West. He was seventy-eight years old and for thirty-seven years had been connected with the Southern Pacific. For nearly half a century he held the office of treasurer. Death was due to a stroke of paralysis following an attack of pneumonia.

The termination of the long lockout at Goldfield, which has put a blanket on stock operations for many weeks, was followed by a prompt revival in the stock market, but the sharp advance was not maintained, owing to the distrust of the goldfield operators. They were said to have made use of the trouble to manipulate the market, and the people were slow to believe the difficulty ended. The labor fight itself was interesting as an object lesson to employers. It proved that an employer, by maintaining a solid front against agitators, could successfully resist their demands. Developments since the ending of the strike show that the Industrial Workers of the World, who were responsible for the lockout, had planned a campaign of assassination and murder of certain mine owners. One man was shot to death in cold blood because he defied the union and held the office of treasurer. Death was due to a stroke of paralysis following an attack of pneumonia.

Dennis Kearney, a remarkable figure in San Francisco thirty years ago, died Wednesday. As a sand lot operator he wielded great influence, and to him more than any one man in the city was due the passage of the Chinese exclusion law, which has changed the tide of Oriental immigration. He was the author of the campaign slogan, "The Chinese must go." His followers among the laboring classes numbered many thousands. He was a native-born American and a native-born San Franciscan.

Harriman is planning improvements in the Southern Pacific which will cost many millions, according to information received at the offices in this city. Final orders have been sent out looking to the establishment of the block system throughout the establishment of the block system throughout the Pacific coast, north and south. Two hundred and fifty stations are to be provided with these devices as soon as the work can be done. In addition to this, the company is planning to build many costly stations. All are to be in the masonry style.

The progress of rebuilding the burned district in the last month has been great, but the prospect of interest on loan money has raised the rate to retard building. The banks have raised the rate of interest on loan money from 6 to 7 per cent, and have established regulations which will tend to make it more difficult to obtain funds for building. More difficult to obtain funds for building, however, and this may offset the action of the banks.

BRIDGE OF REINFORCED CONCRETE. In strong comparison with the endurance qualities of other building material are those of reinforced concrete. It is in no sense subject to decay, and it is used in sea and in fresh water, and when it is used in sea water it is not affected by a rust or quickly destroys timber. It is not affected by water or by the carbonic acid in the atmosphere. When properly constructed, it requires no maintenance for painting, and the various tests which have been made by the building bureaus of great cities, as well as by the building bureaus of Europe, show that it is stronger than any other known building material, and even a combination of iron and steel is not stronger than any other known building material.

Amusements.

KEITH & PROCTOR'S. 5TH AVE. All the Favorites of the Players of STAR STOCK CO. in a magnificent production of DOROTHY VERNON OF HADDON HALL. TO-DAY & NIGHT. 2 BILLY BRIDGES.

UNION SQ. CONTINUOUS VAUDEVILLE. 130 TO 10.30. Box Seats \$1. Reserved and Sold 2 Weeks Advance. PHONE 1928 STUYVE.

23D ST. ALL STAR VAUDEVILLE. Smoking Balcony. Daily Mat., 10c, 25c. Reserved Seats, 50c. PHONE 1026 CHEL.

PERCY WILLIAMS MODERN VAUDEVILLE. COLONIAL CONCERTS. ELISIE JANIS. TO-NIGHT, 8:15. GINNING. TO-MORROW MATINEE. ELISIE JANIS. IN HER WONDERFUL IMITATIONS.

ALHAMBRA. 7th Ave., 129 St. Morning. EVA TANGAY and JERRY CORVEY. TO-DAY & NIGHT. 8:15. GINNING. TO-MORROW MATINEE. CRESSY & DAYNE.

HARLEM OPERA HOUSE. 125th St. and 7th Ave. Change of Play Weekly. DAILY MAT., 15 & 25c. Seats 50c & 75c. PHONE 3549 MOHN.

ROYAL HIPPODROME. PIONEER DAYS. IN WHICH 100 INDIAN APPEAR. PEOPLE are on the stage at once in the great BATTLE OF BUNKER HILL. THE STAGE COACH. WEIRD GHOST DANCE.

NEPTUNE'S DAUGHTER. TO-NIGHT—U. S. MARINE BAND. LITTE W. H. SANTELMANN, Conductor. Popular Prices. Box Office Now Open.

LOUIS MANN THE WHITE HEN. LYRIC 42d St., West of Broadway. Evenings at 8:15. Mats. Wed. and Sat. 2:15.

THE ROSE OF THE RANCHO. THE PRINCE OF PILSEN. WITH JESS DANDY and a Great Company. Seats on Sale. Prices 25c, 50c, 75c, \$1.00.

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HAMMERSTEIN'S. Victoria Theatre of Varieties. DAILY MAT., 20c, 50c. SUNDAY MATINEE, 25c. To-night GOOD TIMES, 50c.

EDEN MUSEE. SPECIAL GROUPS, FIGURES UP-TO-DATE. EDEN CINEMATOGRAPH. Artistic Studio. Baby's First Ride etc.

ROYAL BLUE HUNGARIAN GYPSIES. KARL KAPOSSY, Leader. CONCERT FOR A SPANISH CHURCH at Waldorf-Astoria. Tuesday, May 7, 8 P. M.

MADAM EMMA EAMES. Madam Emma Eames, and Mr. Victor Hesther, with his orchestra. Tickets \$1.00 boxes \$50 and \$100. On sale from 10:00 a.m. to 10:00 p.m. at Mrs. de Barril, 3 East 60th St.

Amusements.

MADISON SQUARE GARDEN. TWICE DAILY. 2 and 8 P. M. Presenting in a Brilliant Series of Pantomimic Scenes an Impelling Exhibition Based Upon Historical Incidents of National Interest and International Renown.

BUFFALO BILLS WILD WEST. THE GREAT DRAMA OF CIVILIZATION WITH A TYPICAL CAST. The Whole World Has Contributed—Two Vast Continents Have Applauded. An Exhibition of Unparalleled Greatness Returns Triumphant from Abroad.

ROUGH-RIDERS Assembled from All Nations. INDIANS The Real Red Man of the plains in Aboriginal Costume. COSSACKS Real Rough Riders from the land of Cossacks. SCOUTS The Sturdy Westerners Who Blazed the Pioneer's Trail.

NEW AMSTERDAM. THEATRE, 42d St., near Broadway. Nights 8:10. Sat. Mat. 2:10. Special Wed. Mat. 2:45. KLAU & ERLANGER, Managers.

Mr. MANTELL SHAKSPERE. Mon., Tues. Wed. nights 8:15. Thurs. and Sat. 8:15. Wed. Mat. 2:10. THE MERCHANT OF VENICE. Thurs. and Fri. nights 8:15. Sat. Mat. 2:10.

BROADWAY THEATRE. Broadway and 42d St. Mat. 2:10. LITT & DINGWALL, Managers.

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ELEANOR ROBSON AS "SALOMY JANE" BY PAUL ARMSTRONG.

TO-NIGHT AT 8:15. 4th ANNUAL FULL-DRESS REHEARSAL OF THE GREEN-ROOM CLUB. Box Office Opens at 15 o'Clock.

WALLACK'S BROADWAY AND 30TH ST. Evenings 8:30. Mats. Wed. and Sat. 2:15. The Engagement is Extended.

GRACE GEORGE DIVORCON. In the Comedy Success of the Year. Assisted by an exceptionally strong cast, including Frank Worthing, Robert Haines and Max Freeman.

ASTOR. Broadway, 4th St. WAGENHALS & KEMPER. Managers. "One long laugh—uproarious success"—N. Y. WORLD.

BEFORE AND AFTER. "SURE CURE FOR THE BLUES."—N. Y. HERALD. WAGENHALS & KEMPER. Managers.

METROPOLITAN OPERA HOUSE. MAY 8 & 11 ALL THE GREAT WESTERN EXPOSITION. ADM. \$1. ACTORS' FUND FAIR. DAILY 12:30 to 6 P. M. 7:30 to MIDNIGHT.

IRVING P. Theatre. Monday Eve. at 8:30. "Das Blut in der Hand." Tuesday, Wednesday, Thursday, Friday, Saturday, Sunday, Matinees. 1:30, 1:45, 1:50, 1:55, 2:00, 2:05, 2:10, 2:15, 2:20, 2:25, 2:30, 2:35, 2:40, 2:45, 2:50, 2:55, 3:00, 3:05, 3:10, 3:15, 3:20, 3:25, 3:30, 3:35, 3:40, 3:45, 3:50, 3:55, 4:00, 4:05, 4:10, 4:15, 4:20, 4:25, 4:30, 4:35, 4:40, 4:45, 4:50, 4:55, 5:00, 5:05, 5:10, 5:15, 5:20, 5:25, 5:30, 5:35, 5:40, 5:45, 5:50, 5:55, 6:00, 6:05, 6:10, 6:15, 6:20, 6:25, 6:30, 6:35, 6:40, 6:45, 6:50, 6:55, 7:00, 7:05, 7:10, 7:15, 7:20, 7:25, 7:30, 7:35, 7:40, 7:45, 7:50, 7:55, 8:00, 8:05, 8:10, 8:15, 8:20, 8:25, 8:30, 8:35, 8:40, 8:45, 8:50, 8:55, 9:00, 9:05, 9:10, 9:15, 9:20, 9:25, 9:30, 9:35, 9:40, 9:45, 9:50, 9:55, 10:00, 10:05, 10:10, 10:15, 10:20, 10:25, 10:30, 10:35, 10:40, 10:45, 10:50, 10:55, 11:00, 11:05, 11:10, 11:15, 11:20, 11:25, 11:30, 11:35, 11:40, 11:45, 11:50, 11:55, 12:00.

58TH ST. ALL STAR VAUDEVILLE. Smoking Balcony. DAILY MATINEES, 10, 15, 25c. PHONE 2061 PLAZA.

THOS. RYAN-RICHFIELD CO. IN "MAG HAGERTY'S VISIT." FRANCO HARVEY. HARTHORNE ROBERTS. PICKER. JAMES. CARLOTTA THE MARVEL.

ROYAL HIPPODROME. PIONEER DAYS. IN WHICH 100 INDIAN APPEAR. PEOPLE are on the stage at once in the great BATTLE OF BUNKER HILL. THE STAGE COACH. WEIRD GHOST DANCE.

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