

EVIDENCE IS WEAK IN PEONAGE CASE

Many Leave Pittsburg Plant Before Investigation.

VOGEL THE CHIEF WITNESS

Declared He Did Not Write His Wife That He Was Being Held, but Said He Told Her He Was Afraid to Go Outside of the Plant Because of Rioting—Deba Makes Speech.

Pittsburg, Aug. 25.—The first day of investigating the charges of peonage which have been preferred against President Frank N. Hoffstad, of the Pressed Steel Car Company, resulted in but little to substantiate the claims of the strikers.

Many men were admittedly paid off and permitted to leave the stockade to-day before Special Agent Hoagland, of the Department of Justice; District Attorney John H. Gibson, and Sheriff A. C. Gumbert reached the plant to begin the investigation. The strikers maintain that all who could give damaging testimony about conditions at the plant were thus hurried away.

Said Husband Was Detained. Sheriff Gumbert insisted on being a member of the investigation committee because he had received a letter from Mrs. Estle Vogel, of 34 East Eighth street, New York, charging that her husband, David Vogel, was being detained at the plant against his will.

Vogel was one of the first examined, and he denied that he had written his wife or that he was being detained in the mills, but that he had sent her word that he feared to go outside because of the strikers.

Hoagland has asked for the original letter which Vogel wrote his wife. Special Agent Hoagland tonight sent out a general call to the strikers to come forward if they had anything to show in proof of the charges of peonage. He will continue the investigation to-morrow.

L. G. Burgoon, who has charge of the employment bureau of the Pressed Steel Car Company, under a hot examination by Hoagland, admitted that he was formerly connected with Strike-breaker Farley for several months.

Deba Makes Speech. Eugene Y. Deba made good his threat to speak before the strikers on the Indian mound to-day. He went in an automobile and talked for twenty minutes with a crowd of 2,000 people while troopers rode around the outside.

Judge James MacFarlane, of the local courts, to-day handed down a decision refusing strikers the right to compel arbitration of their differences with the company. The strikers had made claims under a law passed by the State legislature in 1882. Judge MacFarlane ruled that the law plainly said that any finding by such a committee was not binding on any party, hence it was but a farce.

VOGEL WROTE HIS WIFE OF LIFE AT MCKEES ROCKS

New York, Aug. 25.—David Vogel, whose letters to his wife, Gussie, are said to be among the moving causes of the Federal investigation into conditions within the Pressed Steel Car Company's stockade at McKees Rocks, is a carpenter by trade. With his wife and their three daughters, nine years old, seven, and five, respectively, he has for some time lived in quiet rooms on the rear of the third floor of the Westcott building at 234 East Eighth street. The wife and children are still living in the rooms, and there his wife to-night told of her husband's going to McKees Rocks.

Vogel, he said, had been sick for eight or nine months and unable to work. Six or seven months of this he had been in a hospital. Recently he was discharged from the hospital and returned to his home. During the months since he had been out of work the money which he had subsisted on a small amount which Mrs. Vogel received from charity.

Advertisement in Paper. Eight or nine days ago, Mrs. Vogel said, her husband was feeling better, and, buying a morning paper in search of "help wanted" advertisements, answered one of them. In response to this advertisement, Mrs. Vogel said, he went to room 25 at 124 Broadway, near Thirtieth street, where Dennis Bergoff told him he would give him an easy job at McKees Rocks with transportation both ways. Vogel went home and laid the matter before his wife. They decided that he might go and try it for eight weeks—both of them doubted if he was strong enough to work longer than that. He took the job with that understanding. Mrs. Vogel said, and left for Pittsburg a week ago Tuesday. The letter, which was called to the attention of the authorities, was translated by a neighbor whom Mrs. Vogel called in for the purpose, since she speaks but little English.

"My dear wife," the letter runs, "I will give you an idea of the car shop works out here. The works look like a battlefield. All around are mountains and hills. They took us from the train like prisoners.

"The Pinkertons go around with pistols and we must do everything they tell us. We sleep in a shanty. Every day we hear of people being killed and are afraid to work or to sleep. There are 5,000 strikers and we are only 300 workmen inside. We are afraid to go away from here."

Vogel concluded with the sentence that he was sick and wanted to come home, but couldn't get away.

In none of the letters any mention made of his having received any of the four or five his wife had written and which she had addressed as she had been told, "David Vogel, Pressed Steel Car Company, McKees Rocks, Pittsburg," and this fact, coupled with the husband's letter, caused Mrs. Vogel to send the letter quoted to a Jewish newspaper in this city, and the paper, it is understood, sent a copy to the Pittsburg authorities.

PITTSBURG MINERS ON STRIKE.

Object to the Use of New Safety Explosive. Pittsburg, Aug. 25.—Five thousand coal miners in the Pittsburg district to-day refused to work, striking against the new safety explosives which have been provided by the State. The trouble threatens to spread and to up all the mines of the Pittsburg district. The department of mines of Pennsylvania has ordered the abolition of the black powder which has been used by the miners for decades, and instead has ordered the use of carbonite fulminate or other similar explosives, which are named.

The angry miners threaten to uncover a great scandal in this connection unless the order is withdrawn. They allege that the operators of Pennsylvania influenced the department of mines to make this order.

With the use of the new explosives in the mine the earning capacity of the miner is greatly decreased, because the coal is broken up more and slips through the screens. This increases the earning power of the operator to the detriment of the miner.

Mass meetings were held throughout the district last night.

FLIES 82 MILES ON RHEIMS TRACK

Continued from Page One.

shed, while another horse and cart brought back the shattered remains of the aeroplane, showing that the days of the horses' utility, if numbered, are not yet ended.

About 7 o'clock, when the wind had died out almost to nothing, Glenn Curtiss went out to try to cut down Bleriot's record of 83-2-5, made yesterday, in a once-around-the-track flight. Curtiss made the round in eight minutes eleven and three-fifths seconds. This bettered his own previous record by twenty-four seconds, but was over seven seconds behind the mark set by Bleriot.

Latham made six attempts at flights to-day, but only succeeded once. This time in a smaller Antoinette he established a score of thirteen miles for the Champagne Duration prize.

In addition to the foregoing, fifteen attempts were made by various pilots which failed entirely.

After the official closing hour for flights had passed, many of the artificial birds took the air. Six could be seen at the same time flying around in the dusk.

WRIGHT PLANS FIGHT.

Given Ovation as Machine Approaches Tempelhof Parade Ground. Berlin, Aug. 25.—Orville Wright is at present engaged in making his final preparations for the aeroplane flights that he will undertake shortly at the Tempelhof parade ground.

His machine was to-day transferred from the military aeronautic headquarters at Tegel to the parade ground, where an enormous crowd gathered to watch the completion of the arrangements. When Mr. Wright appeared he was given an ovation.

He said that he probably would not undertake to fly for several days yet.

RUSSIA'S FIRST AEROPLANE.

Covered Four Miles at Height of Ten Feet, but Descend in Disastrous. Odessa, Aug. 25.—The first flight of an aeroplane in Russia was made yesterday. The machine is of local manufacture, and it was piloted by an Italian named Catani. It covered four miles at a height of ten feet, but the descent was disastrous. The fore part of the machine was wrecked, and Catani was picked up unconscious and badly cut.

Zepplin Flight a Success. Berlin, Aug. 25.—After running the motors and propellers all last night the Zepplin III made a most successful two and one-half hours' trial this evening. The dirigible is thought to be in first-class shape for Saturday's flight from Friedrichshafen to Berlin.

MAJ. WESTON ILL.

Believed to Be at Point of Death in San Francisco from Rheumatism. San Francisco, Aug. 25.—Major Gen. James F. Weston is lying at the point of death at the Presidio Hospital.

He had suffered severely with rheumatism for several months prior to leaving the Philippines, but with his return to this climate he has been somewhat relieved.

Up yesterday afternoon he was improving, but at a late hour last night a critical change for the worse came.

TELLS CAUSE OF AUTO WRECK

President of Speedway Company Testifies Concerning Disaster. Indianapolis, Aug. 25.—Coroner Blackwell to-day made public the testimony of Carl G. Fisher, president of the Motor Speedway Company, in the cases of William Borque and Harry Holcomb, killed in the races of August 19. Fisher gave his testimony last Saturday, but did not sign it until to-day, after which the coroner made it public.

There were several interesting and important details in Fisher's testimony. He told Coroner Blackwell he examined the Knox car, which Borque and Holcomb occupied in the race, and found that two of the axle bed plates were broken. One was badly shattered and the other was so broken that the axle was left down to the ground. He said one of the plates was crystallized.

When asked concerning the condition of the track, Fisher said it was in good condition when the races started. He admitted that there was a bad place in the track where it crossed a ditch, but he was sure that it had no part in the wreck, as the car was going seventy miles an hour when the axle plates broke.

The coroner apparently was not satisfied with this answer, for he then asked Fisher if they did not put on the races before the track was finished. To this Fisher answered in the affirmative.

"Is it a fact that you did not have time to complete the track?" asked the coroner.

"Yes, that is true," Fisher answered. "You were expecting an accident of some kind, were you not?" the coroner continued.

"Yes, sir."

"And for that reason you had the hospital built there?"

"Yes, sir."

Coroner Blackwell asked Fisher how much longer it would have taken to make the track perfect, and he answered that it would have been in perfect shape, as a gang of men was constantly kept busy making repairs when the races were not on the track.

Local Temperatures.

Midnight, 71.2 a. m., 68.4 a. m., 65.6 a. m., 62.8 a. m., 59.9 a. m., 57.1 a. m., 54.3 a. m., 51.5 a. m., 48.7 a. m., 45.9 a. m., 43.1 a. m., 40.3 a. m., 37.5 a. m., 34.7 a. m., 31.9 a. m., 29.1 a. m., 26.3 a. m., 23.5 a. m., 20.7 a. m., 17.9 a. m., 15.1 a. m., 12.3 a. m., 9.5 a. m., 6.7 a. m., 3.9 a. m., 1.1 a. m., -1.7 a. m., -4.5 a. m., -7.3 a. m., -10.1 a. m., -12.9 a. m., -15.7 a. m., -18.5 a. m., -21.3 a. m., -24.1 a. m., -26.9 a. m., -29.7 a. m., -32.5 a. m., -35.3 a. m., -38.1 a. m., -40.9 a. m., -43.7 a. m., -46.5 a. m., -49.3 a. m., -52.1 a. m., -54.9 a. m., -57.7 a. m., -60.5 a. m., -63.3 a. m., -66.1 a. m., -68.9 a. m., -71.7 a. m., -74.5 a. m., -77.3 a. m., -80.1 a. m., -82.9 a. m., -85.7 a. m., -88.5 a. m., -91.3 a. m., -94.1 a. m., -96.9 a. m., -99.7 a. m., -102.5 a. m., -105.3 a. m., -108.1 a. m., -110.9 a. m., -113.7 a. m., -116.5 a. m., -119.3 a. m., -122.1 a. m., -124.9 a. m., -127.7 a. m., -130.5 a. m., -133.3 a. m., -136.1 a. m., -138.9 a. m., -141.7 a. m., -144.5 a. m., -147.3 a. m., -150.1 a. m., -152.9 a. m., -155.7 a. m., -158.5 a. m., -161.3 a. m., -164.1 a. m., -166.9 a. m., -169.7 a. m., -172.5 a. m., -175.3 a. m., -178.1 a. m., -180.9 a. m., -183.7 a. m., -186.5 a. m., -189.3 a. m., -192.1 a. m., -194.9 a. m., -197.7 a. m., -200.5 a. m., -203.3 a. m., -206.1 a. m., -208.9 a. m., -211.7 a. m., -214.5 a. m., -217.3 a. m., -220.1 a. m., -222.9 a. m., -225.7 a. m., -228.5 a. m., -231.3 a. m., -234.1 a. m., -236.9 a. m., -239.7 a. m., -242.5 a. m., -245.3 a. m., -248.1 a. m., -250.9 a. m., -253.7 a. m., -256.5 a. m., -259.3 a. m., -262.1 a. m., -264.9 a. m., -267.7 a. m., -270.5 a. m., -273.3 a. m., -276.1 a. m., -278.9 a. m., -281.7 a. m., -284.5 a. m., -287.3 a. m., -290.1 a. m., -292.9 a. m., -295.7 a. m., -298.5 a. m., -301.3 a. m., -304.1 a. m., -306.9 a. m., -309.7 a. m., -312.5 a. m., -315.3 a. m., -318.1 a. m., -320.9 a. m., -323.7 a. m., -326.5 a. m., -329.3 a. m., -332.1 a. m., -334.9 a. m., -337.7 a. m., -340.5 a. m., -343.3 a. m., -346.1 a. m., -348.9 a. m., -351.7 a. m., -354.5 a. m., -357.3 a. m., -360.1 a. m., -362.9 a. m., -365.7 a. m., -368.5 a. m., -371.3 a. m., -374.1 a. m., -376.9 a. m., -379.7 a. m., -382.5 a. m., -385.3 a. m., -388.1 a. m., -390.9 a. m., -393.7 a. m., -396.5 a. m., -399.3 a. m., -402.1 a. m., -404.9 a. m., -407.7 a. m., -410.5 a. m., -413.3 a. m., -416.1 a. m., -418.9 a. m., -421.7 a. m., -424.5 a. m., -427.3 a. m., -430.1 a. m., -432.9 a. m., -435.7 a. m., -438.5 a. m., -441.3 a. m., -444.1 a. m., -446.9 a. m., -449.7 a. m., -452.5 a. m., -455.3 a. m., -458.1 a. m., -460.9 a. m., -463.7 a. m., -466.5 a. m., -469.3 a. m., -472.1 a. m., -474.9 a. m., -477.7 a. m., -480.5 a. m., -483.3 a. m., -486.1 a. m., -488.9 a. m., -491.7 a. m., -494.5 a. m., -497.3 a. m., -500.1 a. m., -502.9 a. m., -505.7 a. m., -508.5 a. m., -511.3 a. m., -514.1 a. m., -516.9 a. m., -519.7 a. m., -522.5 a. m., -525.3 a. m., -528.1 a. m., -530.9 a. m., -533.7 a. m., -536.5 a. m., -539.3 a. m., -542.1 a. m., -544.9 a. m., -547.7 a. m., -550.5 a. m., -553.3 a. m., -556.1 a. m., -558.9 a. m., -561.7 a. m., -564.5 a. m., -567.3 a. m., -570.1 a. m., -572.9 a. m., -575.7 a. m., -578.5 a. m., -581.3 a. m., -584.1 a. m., -586.9 a. m., -589.7 a. m., -592.5 a. m., -595.3 a. m., -598.1 a. m., -600.9 a. m., -603.7 a. m., -606.5 a. m., -609.3 a. m., -612.1 a. m., -614.9 a. m., -617.7 a. m., -620.5 a. m., -623.3 a. m., -626.1 a. m., -628.9 a. m., -631.7 a. m., -634.5 a. m., -637.3 a. m., -640.1 a. m., -642.9 a. m., -645.7 a. m., -648.5 a. m., -651.3 a. m., -654.1 a. m., -656.9 a. m., -659.7 a. m., -662.5 a. m., -665.3 a. m., -668.1 a. m., -670.9 a. m., -673.7 a. m., -676.5 a. m., -679.3 a. m., -682.1 a. m., -684.9 a. m., -687.7 a. m., -690.5 a. m., -693.3 a. m., -696.1 a. m., -698.9 a. m., -701.7 a. m., -704.5 a. m., -707.3 a. m., -710.1 a. m., -712.9 a. m., -715.7 a. m., -718.5 a. m., -721.3 a. m., -724.1 a. m., -726.9 a. m., -729.7 a. m., -732.5 a. m., -735.3 a. m., -738.1 a. m., -740.9 a. m., -743.7 a. m., -746.5 a. m., -749.3 a. m., -752.1 a. m., -754.9 a. m., -757.7 a. m., -760.5 a. m., -763.3 a. m., -766.1 a. m., -768.9 a. m., -771.7 a. m., -774.5 a. m., -777.3 a. m., -780.1 a. m., -782.9 a. m., -785.7 a. m., -788.5 a. m., -791.3 a. m., -794.1 a. m., -796.9 a. m., -799.7 a. m., -802.5 a. m., -805.3 a. m., -808.1 a. m., -810.9 a. m., -813.7 a. m., -816.5 a. m., -819.3 a. m., -822.1 a. m., -824.9 a. m., -827.7 a. m., -830.5 a. m., -833.3 a. m., -836.1 a. m., -838.9 a. m., -841.7 a. m., -844.5 a. m., -847.3 a. m., -850.1 a. m., -852.9 a. m., -855.7 a. m., -858.5 a. m., -861.3 a. m., -864.1 a. m., -866.9 a. m., -869.7 a. m., -872.5 a. m., -875.3 a. m., -878.1 a. m., -880.9 a. m., -883.7 a. m., -886.5 a. m., -889.3 a. m., -892.1 a. m., -894.9 a. m., -897.7 a. m., -900.5 a. m., -903.3 a. m., -906.1 a. m., -908.9 a. m., -911.7 a. m., -914.5 a. m., -917.3 a. m., -920.1 a. m., -922.9 a. m., -925.7 a. m., -928.5 a. m., -931.3 a. m., -934.1 a. m., -936.9 a. m., -939.7 a. m., -942.5 a. m., -945.3 a. m., -948.1 a. m., -950.9 a. m., -953.7 a. m., -956.5 a. m., -959.3 a. m., -962.1 a. m., -964.9 a. m., -967.7 a. m., -970.5 a. m., -973.3 a. m., -976.1 a. m., -978.9 a. m., -981.7 a. m., -984.5 a. m., -987.3 a. m., -990.1 a. m., -992.9 a. m., -995.7 a. m., -998.5 a. m., -1001.3 a. m., -1004.1 a. m., -1006.9 a. m., -1009.7 a. m., -1012.5 a. m., -1015.3 a. m., -1018.1 a. m., -1020.9 a. m., -1023.7 a. m., -1026.5 a. m., -1029.3 a. m., -1032.1 a. m., -1034.9 a. m., -1037.7 a. m., -1040.5 a. m., -1043.3 a. m., -1046.1 a. m., -1048.9 a. m., -1051.7 a. m., -1054.5 a. m., -1057.3 a. m., -1060.1 a. m., -1062.9 a. m., -1065.7 a. m., -1068.5 a. m., -1071.3 a. m., -1074.1 a. m., -1076.9 a. m., -1079.7 a. m., -1082.5 a. m., -1085.3 a. m., -1088.1 a. m., -1090.9 a. m., -1093.7 a. m., -1096.5 a. m., -1099.3 a. m., -1102.1 a. m., -1104.9 a. m., -1107.7 a. m., -1110.5 a. m., -1113.3 a. m., -1116.1 a. m., -1118.9 a. m., -1121.7 a. m., -1124.5 a. m., -1127.3 a. m., -1130.1 a. m., -1132.9 a. m., -1135.7 a. m., -1138.5 a. m., -1141.3 a. m., -1144.1 a. m., -1146.9 a. m., -1149.7 a. m., -1152.5 a. m., -1155.3 a. m., -1158.1 a. m., -1160.9 a. m., -1163.7 a. m., -1166.5 a. m., -1169.3 a. m., -1172.1 a. m., -1174.9 a. m., -1177.7 a. m., -1180.5 a. m., -1183.3 a. m., -1186.1 a. m., -1188.9 a. m., -1191.7 a. m., -1194.5 a. m., -1197.3 a. m., -1200.1 a. m., -1202.9 a. m., -1205.7 a. m., -1208.5 a. m., -1211.3 a. m., -1214.1 a. m., -1216.9 a. m., -1219.7 a. m., -1222.5 a. m., -1225.3 a. m., -1228.1 a. m., -1230.9 a. m., -1233.7 a. m., -1236.5 a. m., -1239.3 a. m., -1242.1 a. m., -1244.9 a. m., -1247.7 a. m., -1250.5 a. m., -1253.3 a. m., -1256.1 a. m., -1258.9 a. m., -1261.7 a. m., -1264.5 a. m., -1267.3 a. m., -1270.1 a. m., -1272.9 a. m., -1275.7 a. m., -1278.5 a. m., -1281.3 a. m., -1284.1 a. m., -1286.9 a. m., -1289.7 a. m., -1292.5 a. m., -1295.3 a. m., -1298.1 a. m., -1300.9 a. m., -1303.7 a. m., -1306.5 a. m., -1309.3 a. m., -1312.1 a. m., -1314.9 a. m., -1317.7 a. m., -1320.5 a. m., -1323.3 a. m., -1326.1 a. m., -1328.9 a. m., -1331.7 a. m., -1334.5 a. m., -1337.3 a. m., -1340.1 a. m., -1342.9 a. m., -1345.7 a. m., -1348.5 a. m., -1351.3 a. m., -1354.1 a. m., -1356.9 a. m., -1359.7 a. m., -1362.5 a. m., -1365.3 a. m., -1368.1 a. m., -1370.9 a. m., -1373.7 a. m., -1376.5 a. m., -1379.3 a. m., -1382.1 a. m., -1384.9 a. m., -1387.7 a. m., -1390.5 a. m., -1393.3 a. m., -1396.1 a. m., -1398.9 a. m., -1401.7 a. m., -1404.5 a. m., -1407.3 a. m., -1410.1 a. m., -1412.9 a. m., -1415.7 a. m., -1418.5 a. m., -1421.3 a. m., -1424.1 a. m., -1426.9 a. m., -1429.7 a. m., -1432.5 a. m., -1435.3 a. m., -1438.1 a. m., -1440.9 a. m., -1443.7 a. m., -1446.5 a. m., -1449.3 a. m., -1452.1 a. m., -1454.9 a. m., -1457.7 a. m., -1460.5 a. m., -1463.3 a. m., -1466.1 a. m., -1468.9 a. m., -1471.7 a. m., -1474.5 a. m., -1477.3 a. m., -1480.1 a. m., -1482.9 a. m., -1485.7 a. m., -1488.5 a. m., -1491.3 a. m., -1494.1 a. m., -1496.9 a. m., -1499.7 a. m., -1502.5 a. m., -1505.3 a. m., -1508.1 a. m., -1510.9 a. m., -1513.7 a. m., -1516.5 a. m., -1519.3 a. m., -1522.1 a. m., -1524.9 a. m., -1527.7 a. m., -1530.5 a. m., -1533.3 a. m., -1536.1 a. m., -1538.9 a. m., -1541.7 a. m., -1544.5 a. m., -1547.3 a. m., -1550.1 a. m., -1552.9 a. m., -1555.7 a. m., -1558.5 a. m., -1561.3 a. m., -1564.1 a. m., -1566.9 a. m., -1569.7 a. m., -1572.5 a. m., -1575.3 a. m., -1578.1 a. m., -1580.9 a. m., -1583.7 a. m., -1586.5 a. m., -1589.3 a. m., -1592.1 a. m., -1594.9 a. m., -1597.7 a. m., -1600.5 a. m., -1603.3 a. m., -1606.1 a. m., -1608.9 a. m., -1611.7 a. m., -1614.5 a. m., -1617.3 a. m., -1620.1 a. m., -1622.9 a. m., -1625.7 a. m., -1628.5 a. m., -1631.3 a. m., -1634.1 a. m., -1636.9 a. m., -1639.7 a. m., -1642.5 a. m., -1645.3 a. m., -1648.1 a. m., -1650.9 a. m., -1653.7 a. m., -1656.5 a. m., -1659.3 a. m., -1662.1 a. m., -1664.9 a. m., -1667.7 a. m., -1670.5 a. m., -1673.3 a. m., -1676.1 a. m., -1678.9 a. m., -1681.7 a. m., -1684.5 a. m., -1687.3 a. m., -1690.1 a. m., -1692.9 a. m., -1695.7 a. m., -1698.5 a. m., -1701.3 a. m., -1704.1 a. m., -1706.9 a. m., -1709.7 a. m., -1712.5 a. m., -1715.3 a. m., -1718.1 a. m., -1720.9 a. m., -1723.7 a. m., -1726.5 a. m., -1729.3 a. m., -1732.1 a. m., -1734.9 a. m., -1737.7 a. m., -1740.5 a. m., -1743.3 a. m., -1746.1 a. m., -1748.9 a. m., -1751.7 a. m., -1754.5 a. m., -1757.3 a. m., -1760.1 a. m., -1762.9 a. m., -1765.7 a. m., -1768.5 a. m., -1771.3 a. m., -1774.1 a. m., -1776.9 a. m., -1779.7 a. m., -1782.5 a. m., -1785.3 a. m., -1788.1 a. m., -1790.9 a. m., -1793.7 a. m., -1796.5 a. m., -1799.3 a. m., -1802.1 a. m., -1804.9 a. m., -1807.7 a. m., -1810.5 a. m., -1813.3 a. m., -1816.1 a. m., -1818.9 a. m., -1821.7 a. m., -1824.5 a. m., -1827.3 a. m., -1830.1 a. m., -1832.9 a. m., -1835.7 a. m., -1838.5 a. m., -1841.3 a. m., -1844.1 a. m., -1846.9 a. m., -1849.7 a. m., -1852.5 a. m., -1855.3 a. m., -1858.1 a. m., -1860.9 a. m., -1863.7 a. m., -1866.5 a. m., -1869.3 a. m., -1872.1 a. m., -1874.9 a. m., -1877.7 a. m., -1880.5 a. m., -1883.3 a. m., -1886.1 a. m., -1888.9 a. m., -1891.7 a. m., -1894.5 a. m., -1897.3 a. m., -1900.1 a. m., -1902.9 a. m., -1905.7 a. m., -1908.5 a. m., -1911.3 a. m., -1914.1 a. m., -1916.9 a. m., -1919.7 a. m., -1922.5 a. m., -1925.3 a. m., -1928.1 a. m., -1930.9 a. m., -1933.7 a. m., -1936.5 a. m., -1939.3 a. m., -1942.1 a. m., -1944.9 a. m., -1947.7 a. m., -1950.5 a. m., -1953.3 a. m., -1956.1 a. m., -1958.9 a. m., -1961.7 a. m., -1964.5 a. m., -1967.3 a. m., -1970.1 a. m., -1972.9 a. m., -1975.7 a. m., -1978.5 a. m., -1981.3 a. m., -1984.1 a. m., -1986.9 a. m., -1989.7 a. m., -1992.5 a. m., -1995.3 a. m., -1998.1 a. m., -2000.9 a. m., -2003.7 a. m., -2006.5 a. m., -2009.3 a. m., -2012.1 a. m., -2014.9 a. m., -2017.7 a. m., -2020.5 a. m., -2023.3 a. m., -2026.1 a. m., -2028.9 a. m., -2031.7 a. m., -2034.5 a. m., -2037.3 a. m., -2040.1 a. m., -2042.9 a. m., -2045.7 a. m., -2048.5 a. m., -2051.3 a. m., -2054.1 a. m., -2056.9 a. m., -2059.7 a. m., -2062.5 a. m., -2065.3 a. m., -2068.1 a. m., -2070.9 a. m., -2073.7 a. m., -2076.5 a. m., -2079.3 a. m., -2082.