

HOLMES GUILTY.

He is Convicted of Murder in the First Degree.

The Jury Required But One Ballot to Reach That Conclusion.

The Prisoner Sat Dazed and Stunned While the Jury Was Being Filled—An Appeal Taken—The Condemned Spent Sunday Reading and Writing.

PHILADELPHIA, Nov. 4.—Herman W. Mudgett, or, as he is better known, H. H. Holmes, was Saturday night convicted of murder in the first degree for killing Benj. F. Pitzel in this city on September 2, 1894. The jury needed but one ballot to reach this decision.

The jury retired at 5:45 o'clock, at the conclusion of Judge Arnold's charge. After the retirement of the jury from the court room the spectators streamed out into the corridors and eagerly discussed what the verdict would probably be. At 8:45 word was sent to Judge Arnold that the jury was ready to return the verdict.

The prisoner was brought in and placed in the dock. He was as impassive as ever as he took his seat. The court ordered Holmes to arise, and then, in reply to the question of the court, the foreman of the jury pronounced the words "Guilty of murder in the first degree."

The verdict was greeted with absolute silence. The charge of the judge must have foreshadowed what his fate would be, but the word guilty fell upon Holmes with stunning force. He made no outcry or exhibition of emotion of any kind—the blow was too stunning for nely outbreath.

He sat down, and, while the jury was polled each man answered to his name, and as each pronounced his sentence, Holmes started vacantly before him.

His face was that of a corpse. It was as absolutely expressionless as a mask. Only a nervous twitching of the eyelids and the contraction and dilation of the eyes showed that there was a living breathing man that sat in the docks. As the effect of the shock began to die away, Holmes began to recover himself. He realized that his attorney was making a motion for a new trial.

The judge said he would hear the motion for a new trial on Monday, November 18, and an expression something like hope broke across his dull face. Turning to the court officials he said in an eager whisper: "Monday, November 18?"

These were the only words he uttered. Judge Arnold then expressed to Mr. Botan and Mr. Shoemaker his appreciation of how difficult their task had been. He complimented them that they had been able to make as good a showing for the defense as they did. He intimated that their withdrawal from the case was a device of the prisoner. Judge Arnold then ordered the prisoner removed.

Everyone actively identified with the Holmes trial, which ended Saturday evening in the conviction of Holmes for the murder of Pitzel, was glad when Sunday came, and took advantage to rest and recuperate from the great nervous tension under which they had labored for a week. District Attorney Graham said Sunday, as to the granting of a new trial, he did not think the court after having heard the argument would do so, as there was nothing upon the records of the trial that would show an error sufficient to warrant such a proceeding.

After the ordeal of the trial the quiet monotony of a prison cell was welcome to Holmes and he spent Sunday apparently unconcerned by the death sentence which hangs over him. He is still in the untried department but will be moved over with the convicts Monday. The condemned man's appetite takes but little of his attention. He still maintains his air of injured innocence and reads and writes when not absorbed in thought. No visitors were allowed to see him Sunday, and Holmes himself strengthened the prison rules by stating that he did not wish to see anybody.

Jessie Pitzel is still in Philadelphia in charge of the society for the prevention of cruelty to children. Mrs. Pitzel has left the city and nearly all of the commonwealth witnesses have taken their departure.

TRAIN ROBBERS.

A Conductor Shot to Square Up an Old Score by One of the Gang.

EMM, Pa., Nov. 4.—Conductor Richard Barnett, of the Lake Shore and Michigan Southern, was very dangerously shot by a gang of train robbers Sunday night. Barnett was approaching Erie from Buffalo with his train and had his head out of the window watching for signals. Three men rushed upon the train and fired. Barnett was the only man shot. The ball tore through his skull, but came out. Barnett has been a conductor a great many years, and it is thought the shot was intended to square up an old score by one of the gang which has been recently discharged from custody for train robbery.

But One Store Left.

ARCADIA, Ia., Nov. 4.—The most disastrous fire that has visited this town in its history occurred Sunday night. There is now only one general store left in town. The flames burned over an area of four acres, taking with it six residences, the hotel, opera house, one livery barn, harness shop, two grain elevators, one lumber and coal yard, a barber shop, the post office, two drug stores, two saloons, three general merchandise and one furniture store, one hardware store, a butcher shop, boot and shoe store, four barns and vacant store building.

Good Report of Turkish Soldiers. LONDON, Nov. 4.—The Daily News Monday says that the British consul at Ezerum reports that the Turkish soldiers believe very well, preventing the mob from attacking the Armenians.

WASHINGTON ITEMS.

THE KATAHDIN BEARS DEFEAT. WASHINGTON, Nov. 4.—The official speed of the Amman ram Katahdin is 16.13 knots as reported to Secretary Herbert Saturday by the trial board, and the vessel stands rejected under her contract bearing the distinction of being the first vessel of the new navy failing to reach contract requirements.

ITALY ORANGE CROP SHORT. WASHINGTON, Nov. 4.—In a report to the state department, Mr. Frank A. Dean, consul at Naples, says the orange and lemon crop of Southern Italy for this season will be less than that of 1894, or about two-thirds of the average crop. He says the trees are still suffering from the effect of the extreme weather of last year.

CONTRACTS AWARDED. WASHINGTON, Nov. 4.—Secretary Herbert Saturday awarded the contracts for the six composite gunboats authorized by last congress. Two of the vessels, the twin screw, will be built by the Union Iron works, San Francisco, one by Dialogue & Sons, of Camden, N. J., one by Louis Nixon, of the Crescent Ship Building Co., Elizabethport, N. J., and two by the Bath Iron works, Bath, Me.

THE NEW GUNBOATS. WASHINGTON, Nov. 4.—A few days ago Secretary Herbert decided that it would be a violation of the treaty obligations to permit one of the new gunboats to be built upon the great lakes. Hon. Don M. Dickinson appealed to the president for a reversal of Secretary Herbert's decision. Saturday morning the president announced his approval of the position taken by the secretary of the navy, and the contract will not, therefore, be given to the Detroit Dry Dock Co., the lowest bidder.

RAILWAY WRECK. Two People Killed and Twenty-five or Thirty Injured Near Wheeling, W. Va. PITTSBURGH, Pa., Nov. 4.—Two persons were killed outright and twenty-five or thirty passengers were injured by the wrecking of the Cincinnati express at Elm Grove, near Wheeling, on the Baltimore & Ohio railroad at 10:20 Sunday morning. The dead are: Mrs. Hare, not yet fully identified. Child, named Barkley, parents live in Wheeling.

The accident was caused by the breaking of a flange on the combination car, which caused the derailment of that car together with two coaches and a parlor car. The cars derailed turned completely over and were badly demolished. As soon as possible after the accident a relief train was sent from Wheeling with doctors and the injured passengers were taken to the hospital. The accident seems to be one of those kind that is wholly unavoidable. Great excitement prevailed in the vicinity for a time after the accident. That no more fatalities occurred seems to be due to a kind providence, as the wreck was one of the worst of its kind that has occurred in this vicinity for many years.

FOUR LIVES LOST. In An Early Morning Fire in New York—Property Loss, \$100,000. NEW YORK, Nov. 4.—When the smoking ruins of the sweat shops in Pelham street, which were burned early Sunday morning, were searched, it was discovered that four lives had been lost in the blinding smoke and flames. Three buildings were totally wrecked and a conservative estimate of the damage places it at \$100,000.

TEN HERETICS. Hured by Order of the Auxiliary Judge, Who Claims He Was Commanded to Do So by God. CHICAGO, Nov. 4.—A special dispatch to a morning paper from Pachuca, Mex., tells of the burning of ten persons as heretics of Texacapa, a small town inhabited by Indians and Mestizos (half breeds), by order of the auxiliary town judge. He claims he was acting according to the will of God, manifested to him in an extraordinary vision, accompanied by indications of divine wrath against heretics and people living immoral lives.

At Carnot's Tomb. PARIS, Nov. 4.—Upward of 10,000 persons visited the tomb of the martyred president, M. Carnot, Saturday. Among the visitors to the former president's last resting place was President Faure, who went to the tomb early Saturday morning, accompanied only by his secretary, M. Legall.

An Offer From Waterbury, Ct. WATERBURY, Ct., Nov. 4.—T. H. Hayes and Robert McGrath, of this city, offer a purse of \$30,000 for a meeting between Corbett and Fitzsimmons. They stand ready to post the amount with any representative New York man on the signing of an agreement to fight within ten miles of this place.

Accidentally Shot. TOLEDO, O., Nov. 4.—Mrs. Samuel Andrews, an old pioneer, was accidentally shot in the head by Mrs. Chas. Emig, with a Flobert rifle. The parties are residents of Collinwood, the swell avenue of the city. Mrs. Andrews is not expected to recover.

Three Convicted of Murder. SPANISHBURG, S. C., Nov. 4.—Ed Green, Fanny Carson and J. L. Page Sunday were convicted of murder, with the recommendation to mercy as to Carson and Page.

OUR NAVY.

Adm. Ramsay Collects Some Interesting Figures.

The Speed and Coal Consumed by Some of the N. W. Warships.

The Minneapolis is Rated as the Fastest Warship Afloat—If Pushed She Can Make 25.075 Knots—The Baltimore is Rated at 20.656 Knots an Hour.

WASHINGTON, Nov. 4.—Adm. Ramsay has collected some exceedingly interesting figures on the ordinary cruising performances of the new warships which will be sent to congress by Secretary Herbert in his annual report, and which may lead to some decision when appropriations are asked for new vessels of high speed. During the past year the admiral has required all commanding officers to report to him the rate of speed and the coal consumed on every voyage made and the results demonstrate wonderful bursts of speed which are productive of large premiums when skilled jockeying is employed by builders on trial trips to establish great records as altogether meaningless as indicating the value of such vessels for every day naval uses. The new figures do not in any manner detract from the capabilities of the racing cruisers to develop high rates of speed for short distances when emergencies occur that warrant the risk of forcing and straining the machinery and hulls, as, for instance, when \$25,000 a quarter knot is at stake or an enemy is to be intercepted or avoided. But the statistics collected show that the figures customarily attached to such ships, even in official publications are entirely misleading. The cruiser New York, for instance, is rated in all official publications as a 21-knot ship. From August, 1895, to October, 1895, the best run she made was at the rate of 15 knots per hour, which was from Kiel to Gravesend, a distance of 685 knots, at the close of the canal celebration, burning 137 tons of coal. From Gravesend to New York she made 14 knots, burning 882 tons of coal for 2,089 knots, but her average for the year was about ten knots.

The Columbia, rated officially at 22.8 knots from New York to Southampton, made 15.5 knots and burned 1,320 tons of coal for 3,315 knots. While returning under orders to make a record she accomplished 18 knots, burning 1,553 tons of coal for 3,112 knots. The Minneapolis is generally, and no doubt correctly, believed to be the fastest warship afloat. If pushed, she is rated at 23.075 knots, having averaged that for four hours between Cape An and Corpeuse. Her best speed the year was 14.3 knots, made on a run from Norfolk to New York.

The Baltimore rated at 20.656 knots flagship of the China station, presumably had some hurried orders during the recent Oriental excitement, yet her highest recorded speed was 12.7 knots when she burned 111 tons of coal going 212 knots.

In the opinion of naval experts she was doing almost her best, yet she developed less than 13 knots.

The Chicago was not in good condition last year, and has now been laid up for two years' repairs. Her record is 15.10 knots, and the best she did was 9.7 knots.

The Philadelphia, with her record of 19.078 knots, attained a maximum of 10.2, while the Newark accomplished 8.7 knots instead of her rated 19 knots.

The year's record for distance run was held by the New York with 17,618 knots to her credit, the Columbia being next with 15,449 knots, followed by the Detroit, 14,491; Machias, 14,450; Marblehead, 13,770; Castine, 13,701; and the Concord 13,191.

One cruiser in commission bears the distinction of not having moved during the year, the Monocacy, having been tied up to the Band in Tien Tsin since September 9, 1894.

Half a Dozen Injured in a Riot. NEW CASTLE, Pa., Nov. 5.—A riot occurred at Ellwood City about midnight Saturday night and at least a half dozen men were injured. For some time past the employes in the glass works and those in the tin plate mill at that place have been on the outs, one man from each mill got into a fight Saturday night, which wound up in a free for all engagement between the two factories. At one time there were no less than thirty men engaged in the melee. The fight continued from 11 o'clock until midnight, and several persons were very badly used up. Several arrests will be made.

A Mission Destroyed by Fire. HURON, S. D., Nov. 4.—News was received here that the St. Stephen Mission, on the Crow Creek reservation, twenty-five miles from Highmore, was totally destroyed by fire. The buildings were erected by Miss Kate Drexel nine years ago for an Indian school, and were under the supervision of the Roman Catholics. The loss is \$25,000, partly covered by insurance. Several Indian children narrowly escaped being burned to death. The buildings will be rebuilt.

Guilty of Willful Murder. BEAUCHAMPEL, Que., Nov. 4.—Valentine Shortis was Sunday found guilty of willful murder for the killing of John Loy, paymaster of the Montreal Cotton Mills at Valley Field, on March 1 last. Robbery was no doubt the motive for the crime.

An Arkansas Lynching. MEMPHIS, Nov. 4.—A special from Little Rock Sunday night says reliable information exists that a man named Albert England was lynched at Vilonia, Ark., Saturday night, but no particulars.

His Skull Crushed. KRIGHTSWOOD, O., Nov. 4.—Lowry Whitson, aged 60 years, and a substantial citizen, was thrown from his buggy by his horse getting frightened. His skull was crushed, and his recovery is doubtful.

CONDENSED NEWS.

Bartholomew From All Parts of the Country by Telegraph.

The earl of Derby has accepted the lord mayoralty of Liverpool. George Augustus Sala is in a sad condition. It is hardly possible that he will ever resume his place in social and literary life.

Corbett and party left Hot Springs Sunday night for Memphis; where the combination will give an exhibition Monday night.

Lewis Hartung, aged 29 years, son of August Hartung, a wealthy brewer of Honesdale, Pa., committed suicide by shooting himself at his residence.

The whole town of Wolcott Mill, Rice county, Minn., with the exception of two dwellings, was wiped out by a conflagration beginning at 10:30 Sunday morning.

The referendum taken in Switzerland Sunday resulted in the rejection by a large majority, of the government's proposal to centralize the control of the army.

Fitzsimmons appears to have very few friends left. On hearing that he was to visit Hot Springs Saturday night preparations were made to tar and feather him.

A number of friends of Ex-Police Superintendent Byrnes, of New York, gave a dinner at Romano's restaurant, London, Saturday night, to welcome him to England.

The Chilean minister under instructions from his government will soon advertise for proposals for the laying of a submarine cable from Port Montt to Punta Arinas, Sandy Point.

Oliver Curtis Perry, the train robber, who left Auburn prison Friday night in charge of two keepers, arrived at the Mattewan state hospital for the criminal insane Saturday morning.

At Garfield, Ill., Gants Bros.' elevator burned Sunday morning, the fire being caused by sparks from a locomotive. It was valued at \$6,000 and contained 25,000 bushels of shelled corn, worth \$5,500, and 20,000 bushels of oats, worth \$3,200. Total insurance, \$8,000.

A Missouri, Kansas & Texas passenger train was wrecked between Dallas and Hillsboro, Tex., Sunday morning, engineer Mike Murphy being killed outright. The mail, baggage and express cars and three coaches were also wrecked. Twenty-two passengers were injured.

President Debs, of the A. R. U., will issue a circular to all local unions announcing that the directors have decided to admit commercial as well as railway telegraphers to the order. As nearly as practicable telegraphers will be organized in unions composed wholly of members engaged in that occupation.

Forecast for Monday. WASHINGTON, Nov. 4.—For Ohio—Warmer and generally fair Monday, probably showers on Tuesday, east to south winds. For Kentucky—Cloudiness will increase during the day, with warmer southerly winds, followed by local rains.

For Indiana—Warmer, southerly winds and generally cloudy weather, followed by local rains Monday afternoon or night.

THE MARKETS. CINCINNATI, Nov. 2. FLOUR—Spring patent, \$3.35; spring fancy, \$3.00; spring family, \$2.75; winter patent, \$3.25; fancy, \$3.10; \$3.25; family, \$2.60; extra, \$2.30. WHEAT—Sales: No. 2 red, track, 66; No. 3 red, track, 60. CORN—Sales: Yellow ear track (new), 20; do (existing) extra, 28; No. 3 white (new), track, 30; No. 3 yellow, track (new), 30. OATS—Sales: No. 2 mixed, track, 19; do, choice, 20; No. 3 white, choice, track, 20; do, simple white, track, 20. HAY—Sales: Extra No. 3 spring, track, 30.

CATTLE—Fair to good shippers, \$3.75; choice butchers, \$3.90; medium butchers, \$3.25; common, \$2.25. SHEEP AND LAMBS—Sheep: Extras, \$2.75; 3.50 good to choice, \$2.00; common, \$1.50; fair, \$1.00; 1.75; lambs: Extra \$3.75; good to choice, \$3.25; common to fair, \$2.50; 3.15. WOOL—Unwashed: Fine merino per lb, \$3.00; quarter blood clothing, 1.80; medium delaine and clothing, 1.40; coarse, 1.10; medium combing, 1.40; washed: Fine merino, X to XX, per lb, 1.80; medium clothing, 1.40; delaine, fleece, 1.50; long combing, 1.70; quarter blood and low, 1.10.

TOLEDO, O., Nov. 2. WHEAT—No. 2 red, December, 67; May, 65; No. 3 red, cash, 64. CORN—No. 2 red, cash, 31; No. 3 do, 30; No. 3 yellow, 28; No. 3 white, 30. OATS—Nominal. CHICAGO, Nov. 2. Calls on December wheat opened at 96c, sold at 94c, last price 94c. Puts opened at 85c, 84c, sold between 85c and 86c, the only price. Calls on May corn opened at 29c, last price 29c. Puts opened at 29c and 29c, the only price. BALTIMORE, Nov. 2. WHEAT—No. 2 red spot and November, 60; 60c; December, 60; 60c; steamer No. 60, 60c. CORN—Mixed spot, 27; 27c; November, 24; 24c; steamer mixed, 24; 24c. OATS—No. 1 white western, 24; 24c; No. 2 mixed do, 23; 23c. RYE—Steady; No. 2, 41; 40c nearby; 40; 40c western.

PITTSBURGH, Pa., Nov. 2. CATTLE—Receipts light, market steady at about unchanged prices. HOGS—Receipts fair to-day and the demand fair; market is steady at unchanged prices. SHEEP—Extra, \$3.20; good, \$2.50; fair, \$1.50; 2.10; common, \$1.00; 1.00; lambs, \$2.50; 2.50; veal calves, \$3.00; heavy and thin calves, \$2.00; 2.10. NEW YORK, Nov. 2. WHEAT—No. 2 red December, 68; 65c; 61c; 60c; 60c. CORN—No. 2 November, 36; 36c; December, 36; 36c. OATS—No. 2 November, 23; 23c; May, 25; 25c; western, 24; 24c. BUFFALO, N. Y., Nov. 2. CATTLE—Choice fat oxen steers, \$3.20; 3.50; common to good stockers, \$2.20; veal, good to extra, \$2.75; heavy fancy, \$4.75; light to fair late, \$3.30; 3.50; few fat calves, \$2.50; 2.60.

HOGS—Yorkers good to choice, \$3.00; 3.25; light lots, \$2.75; 2.80; mixed packers, \$2.00; 2.25; good mediums, \$3.50; 3.50; good to choice heavy, \$3.00; 3.00; pigs, \$2.75; 2.75; few choice white lots, \$3.00. SHEEP AND LAMBS—Choice to extra lambs, \$3.00; good do, \$2.50; 2.50; light to fair, \$2.50; 2.50; good to choice mixed sheep, \$2.25; 2.50; light heavy wethers, \$2.00; 2.00. INDIANAPOLIS, Ind., Nov. 2. CATTLE—No quotable change. HOGS—Good to choice medium and heavy, \$3.00; 3.00; mixed, \$2.50; 2.50; choice light, \$2.50; 2.50. SHEEP—Market quietly steady at yesterday's quotations.



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RAILROAD TIME TABLES. CINCINNATI DIVISION. CHICAGO AND ST. LOUIS DIVISION. MAYSVILLE DIVISION.

GO ROUTE. Daily, + Daily except Sunday. F. V. Limited No. 2 arrives at Washington 8:50 a. m., Baltimore 8:05 a. m., Philadelphia 10:25 a. m., New York 12:35 p. m., F. V. Limited No. 3 arrives at Cincinnati at 5:50 p. m., Washington Express No. 3 arrives at Washington 3:50 p. m., New York 9:05 p. m., Cincinnati at 11:50 p. m.

KENTUCKY MIDLAND RAILWAY. BETWEEN FRANKFORT, GEORGETOWN, CARLISLE, MAYSVILLE. Read Down, VIA PARIS AND K. O. Read Up.

Leave. Arrive. N. Y. and Bos. South-western Vex. Lim. 6:30 p. m. 4:05 a. m. Bos. and N. Y. Express 12:15 p. m. 6:15 p. m.

Chicago Trains. Arrive at the new passenger station, foot of fifth street. 6:10 a. m. 6:31 a. m. 6:55 a. m. 7:20 a. m. 7:45 a. m. 8:10 a. m. 8:35 a. m. 9:00 a. m. 9:25 a. m. 9:50 a. m. 10:15 a. m. 10:40 a. m. 11:05 a. m. 11:30 a. m. 11:55 a. m. 12:20 p. m. 12:45 p. m. 1:10 p. m. 1:35 p. m. 2:00 p. m. 2:25 p. m. 3:00 p. m. 3:25 p. m. 4:00 p. m. 4:25 p. m. 5:00 p. m. 5:25 p. m. 6:00 p. m. 6:25 p. m. 7:00 p. m. 7:25 p. m. 8:00 p. m. 8:25 p. m. 9:00 p. m. 9:25 p. m. 10:00 p. m. 10:25 p. m. 11:00 p. m. 11:25 p. m. 12:00 p. m. 12:25 p. m. 1:00 p. m. 1:25 p. m. 2:00 p. m. 2:25 p. m. 3:00 p. m. 3:25 p. m. 4:00 p. m. 4:25 p. m. 5:00 p. m. 5:25 p. m. 6:00 p. m. 6:25 p. m. 7:00 p. m. 7:25 p. m. 8:00 p. m. 8:25 p. m. 9:00 p. m. 9:25 p. m. 10:00 p. m. 10:25 p. m. 11:00 p. m. 11:25 p. m. 12:00 p. m. 12:25 p. m. 1:00 p. m. 1:25 p. m. 2:00 p. m. 2:25 p. m. 3:00 p. m. 3:25 p. m. 4:00 p. m. 4:25 p. m. 5:00 p. m. 5:25 p. m. 6:00 p. m. 6:25 p. m. 7:00 p. m. 7:25 p. m. 8:00 p. m. 8:25 p. m. 9:00 p. m. 9:25 p. m. 10:00 p. m. 10:25 p. m. 11:00 p. m. 11:25 p. m. 12:00 p. m. 12:25 p. m. 1:00 p. m. 1:25 p. m. 2:00 p. m. 2:25 p. m. 3:00 p. m. 3:25 p. m. 4:00 p. m. 4:25 p. m. 5:00 p. m. 5:25 p. m. 6:00 p. m. 6:25 p. m. 7:00 p. m. 7:25 p. m. 8:00 p. m. 8:25 p. m. 9:00 p. m. 9:25 p. m. 10:00 p. m. 10:25 p. m. 11:00 p. m. 11:25 p. m. 12:00 p. m. 12:25 p. m. 1:00 p. m. 1:25 p. m. 2:00 p. m. 2:25 p. m. 3:00 p. m. 3:25 p. m. 4:00 p. m. 4:25 p. m. 5:00 p. m. 5:25 p. m. 6:00 p. m. 6:25 p. m. 7:00 p. m. 7:25 p. m. 8:00 p. m. 8:25 p. m. 9:00 p. m. 9:25 p. m. 10:00 p. m. 10:25 p. m. 11:00 p. m. 11:25 p. m. 12:00 p. m. 12:25 p. m. 1:00 p. m. 1:25 p. m. 2:00 p. m. 2:25 p. m. 3:00 p. m. 3:25 p. m. 4:00 p. m. 4:25 p. m. 5:00 p. m. 5:25 p. m. 6:00 p. m. 6:25 p. m. 7:00 p. m. 7:25 p. m. 8:00 p. m. 8:25 p. m. 9:00 p. m. 9:25 p. m. 10:00 p. m. 10:25 p. m. 11:00 p. m. 11:25 p. m. 12:00 p. m. 12:25 p. m. 1:00 p. m. 1:25 p. m. 2:00 p. m. 2:25 p. m. 3:00 p. m. 3:25 p. m. 4:00 p. m. 4:25 p. m. 5:00 p. m. 5:25 p. m. 6:00 p. m. 6:25 p. m. 7:00 p. m. 7:25 p. m. 8:00 p. m. 8:25 p. m. 9:00 p. m. 9:25 p. m. 10:00 p. m. 10:25 p. m. 11:00 p. m. 11:25 p. m. 12:00 p. m. 12:25 p. m. 1:00 p. m. 1:25 p. m. 2:00 p. m. 2:25 p. m. 3:00 p. m. 3:25 p. m. 4:00 p. m. 4:25 p. m. 5:00 p. m. 5:25 p. m. 6:00 p. m. 6:25 p. m. 7:00 p. m. 7:25 p. m. 8:00 p. m. 8:25 p. m. 9:00 p. m. 9:25 p. m. 10:00 p. m. 10:25 p. m. 11:00 p. m. 11:25 p. m. 12:00 p. m. 12:25 p. m. 1:00 p. m. 1:25 p. m. 2:00 p. m. 2:25 p. m. 3:00 p. m. 3:25 p. m. 4:00 p. m. 4:25 p. m. 5:00 p. m. 5:25 p. m. 6:00 p. m. 6:25 p. m. 7:00 p. m. 7:25 p. m. 8:00 p. m. 8:25 p. m. 9:00 p. m. 9:25 p. m. 10:00 p. m. 10:25 p. m. 11:00 p. m. 11:25 p. m. 12:00 p. m. 12:25 p. m. 1:00 p. m. 1:25 p. m. 2:00 p. m. 2:25 p. m. 3:00 p. m. 3:25 p. m. 4:00 p. m. 4:25 p. m. 5:00 p. m. 5:25 p. m. 6:00 p. m. 6:25 p. m. 7:00 p. m. 7:25 p. m. 8:00 p. m. 8:25 p. m. 9:00 p. m. 9:25 p. m. 10:00 p. m. 10:25 p. m. 11:00 p. m. 11:25 p. m. 12:00 p. m. 12:25 p. m. 1:00 p. m. 1:25 p. m. 2:00 p. m. 2:25 p. m. 3:00 p. m. 3:25 p. m. 4:00 p. m. 4:25 p. m. 5:00 p. m. 5:25 p. m. 6:00 p. m. 6:25 p. m. 7:00 p. m. 7:25 p. m. 8:00 p. m. 8:25 p. m. 9:00 p. m. 9:25 p. m. 10:00 p. m. 10:25 p. m. 11:00 p. m. 11:25 p. m. 12:00 p. m. 12:25 p. m. 1:00 p. m. 1:25 p. m. 2:00 p. m. 2:25 p. m. 3:00 p. m. 3:25 p. m. 4:00 p. m. 4:25 p. m. 5:00 p. m. 5:25 p. m. 6:00 p. m. 6:25 p. m. 7:00 p. m. 7:25 p. m. 8:00 p. m. 8:25 p. m. 9:00 p. m. 9:25 p. m. 10:00 p. m. 10:25 p. m. 11:00 p. m. 11:25 p. m. 12:00 p. m. 12:25 p. m. 1:00 p. m. 1:25 p. m. 2:00 p. m. 2:25 p. m. 3:00 p. m. 3:25 p. m. 4:00 p. m. 4:25 p. m. 5:00 p. m. 5:25 p. m. 6:00 p. m. 6:25 p. m. 7:00 p. m. 7:25 p. m. 8:00 p. m. 8:25 p. m. 9:00 p. m. 9:25 p. m. 10:00 p. m. 10:25 p. m. 11:00 p. m. 11:25 p. m. 12:00 p. m. 12:25 p. m. 1:00 p. m. 1:25 p. m. 2:00 p. m. 2:25 p. m. 3:00 p. m. 3:25 p. m. 4:00 p. m. 4:25 p. m. 5:00 p. m. 5:25 p. m. 6:00 p. m. 6:25 p. m. 7:00 p. m. 7:25 p. m. 8:00 p. m. 8:25 p. m. 9:00 p. m. 9:25 p. m. 10:00 p. m. 10:25 p. m. 11:00 p. m. 11:25 p. m. 12:00 p. m. 12:25 p. m. 1:00 p. m. 1:25 p. m. 2:00 p. m. 2:25 p. m. 3:00 p. m. 3:25 p. m. 4:00 p. m. 4:25 p. m. 5:00 p. m. 5:25 p. m. 6:00 p. m. 6:25 p. m. 7:00 p. m. 7:25 p. m. 8:00 p. m. 8:25 p. m. 9:00 p. m. 9:25 p. m. 10:00 p. m. 10:25 p. m. 11:00 p. m. 11:25 p. m. 12:00 p. m. 12:25 p. m. 1:00 p. m. 1:25 p. m. 2:00 p. m. 2:25 p. m. 3:00 p. m. 3:25 p. m. 4:00 p. m. 4:25 p. m. 5:00 p. m. 5:25 p. m. 6:00 p. m. 6:25 p. m. 7:00 p. m. 7:25 p. m. 8:00 p. m. 8:25 p. m. 9:00 p. m. 9:25 p. m. 10:00 p. m. 10:25 p. m. 11:00 p. m. 11:25 p. m. 12:00