

THE CRIMINAL COURT.

THE DROSS NECK MURDERER ESCAPES THE GALLOWES.

A Compromise Verdict Sends Ben Smith to the Penitentiary for Thirty Years—Simon Prince Gets Free—The Incendiary Case.

Pursuant to adjournment for recess on Wednesday evening, the criminal court met yesterday at 9:30 a. m., His Honor Judge Sutton presiding.

The jury which went out at 5:45 o'clock Wednesday evening, on the case of the State vs. Ben Smith, colored, indicted for the murder of the sailor Charles Jones, in Dross Neck, was still out when the court met. They came in at 9:45 a. m., and reported a verdict of murder in the second degree.

The verdict was a compromise, the jury having stood four for acquittal, two for murder in the first degree and six for murder in the second degree.

The convicted man was in court and showed no concern at the verdict. After the verdict had been entered Judge Sutton told Smith to stand up and receive the sentence of the court. He stood up in the prisoners' dock and his honor said:

"Ben Smith, the jury by their verdict allow you to escape the gallows. I take it you were influenced by their mercy and compassion, for judging from the evidence in this case you committed a cold blooded, deliberate, premeditated murder—and not only murder, but murder in the first degree. In passing sentence upon you, I feel it my duty, in order to protect society of all classes and conditions, to remove you from society for the full period to which the law authorizes me to give. The evidence clearly showed that your victim was running and being brutally murdered by you. The jury has shown more mercy to you than you did to the poor sailor, Charles Jones, that defenceless man, on the night of February 10th. It is, therefore, the judgment of this court that you be confined in the state penitentiary at Raleigh, N. C., for a period of thirty years at hard labor."

Smith betrayed no emotion and had hardly sat down till the irons were put upon him and he was taken back to jail.

SIMON PRINCE ESCAPES.

Solicitor Richardson announced to the court that it was his desire to not press with leave the case of the state against Simon Prince, colored, who stands indicted for the murder of Walter Pemberton, colored, at the house of Jim Whitted, colored, in Dross Neck, on the night of March 27th. He informed the court that it would be impossible to convict the accused without the testimony of Jim Whitted, and as he had gone away from the city, he thought it best to not press the case. Judge Sutton thereupon ordered the case to be not pressed with leave. Simon Prince was in court and his counsel, George H. White, colored, asked that he be discharged from custody. Judge Sutton ordered the discharge of the prisoner and he left the prisoners' dock, went out and had a conference with his lawyer and went his way a free man.

THE INCENDIARY CASE.

At 10 a. m., the court took up the case of the state against ex-Policeman Fred P. Howland, charged with setting fire to the naval stores yard of Robinson & King, at the foot of Orange street at its intersection with Water street. The court house was packed with people and deep interest was manifested in the proceedings. The accused was in court and sat with his counsel, Messrs. Bellamy & Bellamy, Herbert McClammy, Esq., and George L. Peschau, Esq. The state's counsel were Solicitor M. C. Richardson, John D. Bellamy Esq., and C. P. Lockey, Esq.

The first thing done was to separate the witnesses and require all witnesses to be removed to another part of the court house so that one only would be admitted at a time. A jury having been secured by 10:25 a. m., the state called its first witness in the person of E. G. Jones.

Mr. Jones testified that he was a member of the fire department and remembered the fire in the Murchison & Co., and Calder Warehouses on Water street, at the foot of Nun, on the morning of the 3rd of last March. He said the members of Wilmington Steam Fire Engine Company had a little celebration in the morning of the fire, and that when the boys came down street, they stopped in the French Cafe, Warren's bakery, Schibben's saloon and Wallace's saloon, on Front street near Market street. They reached Mr. Wallace's place about 10 or 10:30 o'clock. Witness testified that he does not drink and never took a drink in the saloon, but was there with several others. After about a half hour, the defendant Fred P. Howland came in and one of the party treated him. He took two or more drinks later on and witness heard him say to A. J. Marshall, Esq., "If I get into a big scrape would you defend me?" When the crowd started to go defendant said: "It's no use to go, there'll be a 1-1 of a big fire before morning." That was about 12 o'clock or a little after. Witness went to his home at Fifth and Walnut streets, and was there when the fire alarm was sent in.

examined, witness said when Howland asked for a match he did not see him have a pipe. Witness never saw him strike a match.

Willis Richardson, colored, was called. He testified that he is a policeman and made a statement that corroborated Officer Whitehead.

Policeman J. M. Wells was called by the state, and testified that when the fire broke out he was on duty at Front and Dock streets. It was customary for the patrolmen to meet the Sergeant at 1 o'clock at Front and Dock streets and he was there to meet Sergeant Thomas Lossin. The sergeant was, however, behind time. While waiting for the sergeant, witness saw Howland come down Front street and when he saw witness he crossed over the street and aroused the officer's suspicion by walking off in the middle of the street part of the way. Witness followed the defendant and saw him go into a staircase about where Mrs. Canady's millinery store was. Policeman E. M. Murray also came up and watched Howland. Hekknocked on the door up stairs and mumbled out something. Officer Murray asked what man came down stairs in a few minutes and said he had made a mistake, and remarked: "You officers needn't be watching me." He then went to the stairway over Mrs. Christ's bakery and went up there but came down in about five minutes and went down Front street. About 20 minutes after Howland went down Front street, witness saw the blaze of the fire and ran to Front and Orange streets, turned in the fire alarm and went on to the fire. When witness got to the scene of the fire, he saw Howland who said: "I've been home and came back to the fire." Had not asked Howland anything. When witness saw him go up the two staircases on Front street, Howland seemed to be drinking and staggered, but when seen at the fire he seemed all right. He met Howland at Front and Nun streets. On cross examination witness acknowledged that he had been suspended several days for failure to discharge his duty and that when he was tried before the police board, Howland was the principal witness against him.

Policeman R. M. Murray was called and testified that on the morning of the fire he was on duty. About 5 minutes to 1 a. m., he was waiting for Sergeant Lossin to come to the meeting place at Front and Dock streets. While waiting, witness saw Howland, apparently under the influence of liquor, come down Front street. Witness then corroborated Officer Wells' statement about their following Howland and watching him when he went up stairs. When Howland came down stairs witness advised him to go on home. When he left he went down Front street toward Orange. A few minutes afterwards, witness saw the fire and while Officer Wells turned in the alarm witness and Policeman H. H. Woebse ran on to the fire.

Policeman H. H. Woebse testified that he had been on the police force twenty-one years, and was on duty on the morning of the fire. Knows Howland and saw him about 1 o'clock on the morning of the fire. He corroborated the statement of Officers Wells and Murray about Howland's actions on Front street. While Howland was up the staircase, Sergeant Lawson came up. It was about 1:15 p. m., or a little later when Sergeant Lawson put the alarm on. When the alarm was turned in witness went with Policeman Murray to Front and Nun streets, and saw Howland standing there, one block from the fire. He appeared to be sober.

All the witnesses testified that Howland would have had time to get to Front and Nun streets and set fire to the place, but on cross examination they also acknowledged that he could have gone home and then come back to the fire.

C. H. Robinson was called by the state. He testified that he was a member of the firm of Robinson & King and when the fire broke out he got up and went immediately to his place of business. Witness found cinders falling around the yard and himself and the watchman, Mr. J. W. Mintz, put them out as they would fall. While witness and Watchman Mintz were standing near the office F. P. Howland came along and stood on the sidewalk near them for some time. The Murchison fire was then burning. Howland did not say anything and when he went off witness told Mr. Mintz to watch him. Witness staid with Mr. Mintz to help watch the wharf until about 1 a. m., when witness left and went towards the Murchison fire on his way home. When a short distance down street witness was told by Mr. C. H. Dock that somebody had started a fire in Robinson & King's warehouse. Witness hurried back and found Mr. Mintz putting out the fire that had been kindled at and between two barrels of tar on the wharf next to the river and adjoining the side of the warehouse. Mr. Mintz had a bucket of water putting out the fire. A piece of lightwood had been set on fire and placed between the barrels. Witness said there were in and near the warehouse 700 barrels of tar or 70 barrels of rosin and 40 or 50 empty tar barrels. When witness went into the wharf to look at the fire several men also went in, among them the defendant Howland. When Howland came out he was standing where Mr. Mintz and witness were on the sidewalk, when Sergeant Lossin came and witness said that he knew the man who set fire to the place. When this was said Howland walked off right away, going up Orange street. In the cross examination the defendant's counsel tried to show that flying coals from the other fire might have fallen between the barrels but, Mr. Robinson said they were not from that source.

John W. Mintz, was called and testified that he was the watchman at Robinson & King's. He corroborated Mr. King as to seeing Howland near the office shortly after the Murchison fire broke out. Howland asked him for a match and he gave him a couple and he scraped them on the side of the warehouse at the southeast corner of Orange and Water streets. When he went off, Mr. Robinson said that Howland had better watch that man. Howland went up towards Front street and witness followed him. Saw him go into the powerhouse of the Street Railway Company. A few minutes afterwards, witness saw Howland come down by the warehouse and walk along the river side of the wharf with something like a pipe like paper, in his hand. Witness got sight of him about Fowler & Morrison's coal yard. A few minutes afterwards witness found two tar barrels on the wharf had been set on fire. He got a bucket of water, put out the fire and threw the piece of charred wood overboard. As witness went to get wa-

That Hoggyish Smell inherited by lard is but one of the undesirable characteristics of the hog that the best lard makers can't overcome. Lard at its best is unwholesome, impure; at its worst—!!! COTTOLENE is always pure, delicious, wholesome. Food fried or shortened with Cottolene can be eaten by children and dyspeptics with the utmost enjoyment and no fear of danger. The genuine is sold everywhere in one to ten pound tins, with our trade marks—"Cottolene" and deer's head in cotton-plant wreath—on every tin. Not guaranteed if sold in any other way. Made only by THE N. K. FAIRBANK COMPANY, Chicago, St. Louis, New York, Montreal.

ter, he met Mr. Robinson coming in the shed, and also Howland and others. He testified that a flat was lying in the river about 140 feet from where the fire was set.

John P. Jones, trackman of the Wilmington street railway was called. He testified that he came to the power house after the alarm for the Murchison fire was sent in. Howland came into the engine room of the power house and asked him for some matches. He came in the Orange street side and went out through the car shed. He gave him a couple of matches and Howland said he was mighty stingy with them. Witness then gave him one more saying it was all he had. Witness went out through the Orange street side of the powerhouse a few minutes afterward and met Howland again at the entrance to car shed. He had something like a wad of paper in his hand and after some conversation went off towards Robinson & King's. Cross examined, the witness said he did not know whether Howland had a pipe or not.

Police Sergeant Thomas Lossin was called by the state. He corroborated Officers Wells and Murray with regard to Howland's actions on Front street when he went up stairs over Mrs. Christ's and that he had ordered them to watch him. He said he had returned to the city hall and was there when the alarm for the Murchison-Calder fire was sent in. He hurried to the fire, and saw Howland at Front and Nun streets talking to two officers. He shadowed Howland down Front street, to Nun, on Nun to Water and up Water to the street railway power house. Witness testified that he hid behind a car load of coal on the side track of the dummy line and saw Howland go into the powerhouse on the Water street side. I saw him come out on the Orange street side, and followed him back down Water street and lost sight of him about the gate to Fowler & Morrison's coal yard. When he was going down the street he saw something like a piece of paper in his hand. About 15 minutes after Howland disappeared, Clarence Pridden, who staid on a flat opposite the end of Robinson & King's wharf, ran up and told him a man lighted a fire to the shed. Witness hurried through the doors of the shed, and met Howland coming through from where the fire was burning.

Clarence Pridden was called by the state and testified that he resides in Pender county. That he and his father had a flat at the powerhouse wharf. When the Murchison fire broke out his father went down to the cabin of the flat about 110 feet away from the warehouse, watching the big fire. While looking he saw a man strike three matches and set fire to the place. He jumped off the flat and went and told Sergeant Lossin. He identified Howland as the man who set the fire. He testified that he had never seen Howland before that night.

After some other testimony including that of J. L. Salling as to Pridden's identifying Howland on the street next day after the fire, and the examination of E. F. Keith, W. H. Alderman, Frank P. Lamb and others as to the good character of the witness, the defence called A. J. Marshall, Esq., Captain J. M. McGowan, and John Wanamaker who testified that one night they saw matches struck in a man's face across Princess street, opposite Mr. Marshall's office and they failed to recognize him. The man was Dr. T. B. Carroll. This testimony was introduced to show that it was impossible for Pridden to have recognized Howland from the flat.

Mrs. Howland, the accused's aged mother who is blind in both eyes, was called, and she testified that when the fire alarm sounded that night her son was at home in his room. She said he got up and went to the fire. She also testified that his usual time for coming home was 10 or 11 o'clock at night.

There was other testimony but we have given the gist of the evidence. At 4:30 p. m., George L. Peschau addressed the jury for the defence, and was followed by John D. Bellamy, Jr., also for the defence. Solicitor Richardson followed for the prosecution and at the close of his speech, the court at 6:15 p. m., took a recess till 10:30 o'clock this morning.

This morning John D. Bellamy, Esq., will speak for the state, Messrs. Bellamy, Esq., will follow for the defence and C. P. Lockey, Esq., will close for the state.

Broke Into a Store Last night about 10 o'clock while Policeman H. H. Woebse was on duty near Sixth and Chestnut streets, he heard some one break a window on the grocery store on the corner. He ran down there and a negro ran off. He had broken in a window, but did not have time to steal anything. Officer Woebse saw the scamp run off and would have shot him, but for several persons were passing on the street and he feared he would endanger them.

Something to Know It may be worth something to know that the very best medicine for restoring the tired out nervous system to a healthy vigor is Electric Bitters. This medicine is purely vegetable, acts by giving tone to the nerve centres in the stomach, gently stimulates the Liver and Kidneys, and aids these organs in throwing off impurities in the blood. Electric Bitters improves the appetite, aids digestion, and is pronounced by those who have tried it as the very best blood purifier and nerve tonic. Try it. Sold for 50c or \$1.00 per bottle at R. R. Bellamy's Drug Store.

COTTON BAGGING AND TIES.

Effect of the Tariff on the Users of These Articles.

The proposed tariff will hardly affect the business in these articles for the coming season. It might be possible, however, that those who have not already bought a full supply of these necessary coverings for raw cotton, will have to pay an advance on present prices. It is a creditable fact, that the most prominent factors in sea island cotton had the forethought to order their stock early in the season, and have nearly all of it already on hand.

The entire supply of sea island cotton bagging is imported. There is not a yard manufactured in the United States. Several years ago northern mills undertook to market bagging for sea island cotton and at that time it sold for 24 cents a square yard. When the crop increased from year to year, the demand became greater for bagging, and the price of sea island cotton declined, it became necessary for planters to look to a cheaper market for their bagging. The northern mills reduced their prices gradually, until they were sold as low as 16 cents. Then the mills decided to discontinue manufacturing it, claiming that they could not make a profit at the reduced price. The price of the imported bagging is now about 8 cents a yard.

Bagging for upland cotton does not enter into the matter of tariff. For years the jute bagging used on the upland crop has been manufactured in the north, the jute butts being imported from India free of duty. On several occasions, when the manufacturers formed trusts and advanced prices, there were attempts made to substitute sugar bags and cotton cloth for bagging, but they did not meet the demand for jute, and although their introduction had some effect upon the operations of the trusts, the manufacturers usually held their own and succeeded in supplying the trade at remunerative prices.

Manufacturers of steel ties have begun to advance prices, based on the tariff rates, and during the past month the quotations have been increased about 10 cents. The latest prices quoted for narrow ties is 85 to 90 cents. It will be remembered that at this time last year the manufacturers of ties advanced the price about 50 per cent., which raised disension throughout the country. They had held the price down before the beginning of the season, in order to keep the English market buyers out of the market. After it became too late to import ties and the immediate demand opened up, they took advantage of the situation and advanced the prices.—Savannah News.

Dispute Over the Alaska Boundary Line.

Ottawa, Ont., July 22.—The attention of the government has been called to the claims advanced in the United States press, that the Yukon gold fields are in American territory. The ministers are reticent. It is learned, however, that the government regards the convention under which the boundary commission was appointed as being of the nature of a treaty and that any act in contravention of that convention would be regarded as equivalent to the denunciation of the treaty. The government regards the delineation of the boundary on the basis of the Mount St. Elias line as a scientific proposition, but admits that the ownership of some of the islands on the coast may be subject for argument. This ownership depends upon the question whether the coast line is to follow all indentations of the coast, or where the distance from headland to headland is six miles the coast line is to be taken as the line drawn from headland to headland. As regards future proceedings, the statement is made that for twenty-two years Canada has been anxious to have the coast line to follow all indentations, and that the government is finally settled and any feasible and amicable proposition to effect this will be seriously considered.

The Norfolk Conspiracy Trial

Norfolk, July 22.—The trial of Joseph Cannon, E. Guy Hall and William Smith for conspiracy to ruin the character of Cannon's wife in order to manufacture evidence to be used in divorce proceedings was resumed before Justice Tomlin this morning. A sensation was sprung at the opening of the session by the surrender of Hall by his bondsmen.

The evidence today was highly sensational. It was proved that Cannon had said in a house of ill-fame, not more than a week after his marriage, that he hated his wife. A day or two later he declared positively that he intended to procure a divorce and that he would resort to any means to accomplish that end, and that he expected Smith did not turn state's evidence.

The evidence was closed this afternoon and argument for the prosecution was made by the commonwealth's attorney. Several counsel will speak tomorrow. It is expected that the argument will be concluded during the day. Interest in the case is continually increasing. The court room is crowded at every session and the papers containing accounts of the trial are eagerly read.

Awarded a Medal of Honor

Washington, July 22.—A medal of honor has been awarded to Brevet Colonel Andrew McGonnigle, of Asheville, N. C., who at Cedar Creek, Va., while acting chief quartermaster of General Sheridan's forces operating in the Shenandoah valley, was severely wounded while leading a brigade of infantry on that field and was commended for the greatest gallantry by General Sheridan.

The Alaska Gold Fever in England London, July 22.—Sir Donald Alexander Smith, the Canadian high commissioner, in London, has been besieged for several days past by inquirers who desire to go to the Yukon mining districts. Most of the applicants for information are young men without money, who are employed on farms and in the factories. Would-be emigrants of this class are urged to remain at home, but hardly men with a capital of £100 or more are encouraged to leave for the gold fields.

Several solid London capitalists are interesting themselves in the mining territory and are making investigations with a view of organizing mining companies. Experts have been dispatched to inspect the region. Regarding the suggested exclusion of Americans from the Yukon region, officials here say there is nothing in the treaties between Great Britain and the United States to prevent such action on the part of the British government, but that as a matter of policy, it is unlikely that the step will be taken. Various steamship companies report that few persons have left England for the new gold fields, thus far. This is probably due to monetary considerations.

Miners Going to the Gold Fields

Victoria, B. C., July 22.—A special to The Times from Nanaimo says: Many coal miners left here today for Victoria on their way to the Yukon. Some thirty of the best miners in the pits of the Van Couver Coal Company have thrown down their picks to prepare to leave for the promised land. On every corner, up street and down street, common conversation is the Yukon. Many are trying to raise money on property which cost them over \$1,500 and have been unsuccessful, even to the amount of one-third of the original cost. Among those who will go are Thomas Keith, ex-member of parliament; Alderman Arthur Wilson and about fifty others who will bid adieu to Nanaimo within the next three weeks. Every effort is being made in Victoria and other provincial cities to have Canadian customs officers sent up to collect duties on American goods. It is expected that officers will go up on the next steamer.

Resignation of President Andrews.

Providence, R. I., July 22.—President E. B. Andrews, of Brown university, today sent a letter to the faculty resigning his office. The letter was in response to a communication sent to President Andrews by the special committee appointed by the trustees and fellows in June, who at that time called him to account for his silver utterances.

C. F. & Y. V.

Cape Fear and Yadkin Valley Railway

Schedule in Effect May 20th, 1897. TRAINS LEAVE WILMINGTON. DAILY. Arrives Fayetteville 3:35 p. m., 12:15 p. m. Sanford 5:02 p. m., Ore Hill 5:52 p. m., Greensboro 7:25 p. m., Walnut Grove 9:02 p. m., Mt. Airy 11:00 p. m. Connects with Southern Railway at Greensboro. Arrives Salisbury 7:40 a. m., Asheville 12:12 a. m., Knoxville 4:00 a. m., Chattanooga 7:40 a. m., Nashville 1:35 p. m., Charlotte 3:30 p. m., Columbia 6:10 a. m., Danville 12:00 night, Lynchburg 1:58 a. m., Charlottesville 3:55 a. m., Washington 6:42 a. m., Baltimore 8:50 a. m., Philadelphia 10:35 a. m., New York 12:43 p. m. TRAINS ARRIVE WILMINGTON. DAILY. From New York, Philadelphia, Baltimore, Washington, Charlottesville, Lynchburg, Danville, Mt. Airy, Walnut Cove, Greensboro, Nashville, Chattanooga, Atlanta, Charlotte and all points North, South and West. LOCAL FREIGHT TRAIN NO. 8. Leaves Wilmington 6:05 p. m., arrives Fayetteville 11:59 p. m. Passenger Coach attached to this train. W. E. KYLE, Gen'l Manager. Gen'l Pass. Agent.

WILMINGTON, NEWBERN & NORFOLK RAILWAY CO.

Daily Except Sunday. NORTH BOUND STATION SOUTH BOUND. 7:00 P. M. Wilmington 12:15 P. M. 8:00 " " " " " " 9:00 " " " " " " 10:00 " " " " " " 11:00 " " " " " " 12:00 " " " " " " 1:00 " " " " " " 2:00 " " " " " " 3:00 " " " " " " 4:00 " " " " " " 5:00 " " " " " " 6:00 " " " " " " 7:00 " " " " " " 8:00 " " " " " " 9:00 " " " " " " 10:00 " " " " " " 11:00 " " " " " " 12:00 " " " " " "

The Clyde Steamship Co.

NEW YORK, WILMINGTON, N. C. AND GEORGETOWN, S. C. LINES. Leave Wilmington daily except Sunday 6:15 a. m. Bennettville 8:41 a. m. arrive Darlington 1:40 p. m. leave Darlington daily except Sunday 6:30 a. m. arrive Darlington 7:15 a. m. leave Darlington 7:45 a. m. arrive Florence 9:15 a. m. leave Darlington 9:30 a. m. arrive Darlington 10:10 a. m. leave Darlington 10:30 a. m. arrive Darlington 11:15 a. m. leave Darlington 11:45 a. m. arrive Darlington 12:30 p. m. leave Darlington 1:00 p. m. arrive Darlington 1:45 p. m. leave Darlington 2:15 p. m. arrive Darlington 3:00 p. m. leave Darlington 3:30 p. m. arrive Darlington 4:15 p. m. leave Darlington 4:45 p. m. arrive Darlington 5:30 p. m. leave Darlington 6:00 p. m. arrive Darlington 6:45 p. m. leave Darlington 7:15 p. m. arrive Darlington 8:00 p. m. leave Darlington 8:30 p. m. arrive Darlington 9:15 p. m. leave Darlington 9:45 p. m. arrive Darlington 10:30 p. m. leave Darlington 11:00 p. m. arrive Darlington 11:45 p. m. leave Darlington 12:30 a. m. arrive Darlington 1:15 a. m. leave Darlington 2:00 a. m. arrive Darlington 2:45 a. m. leave Darlington 3:30 a. m. arrive Darlington 4:15 a. m. leave Darlington 5:00 a. m. arrive Darlington 5:45 a. m. leave Darlington 6:30 a. m. arrive Darlington 7:15 a. m. leave Darlington 8:00 a. m. arrive Darlington 8:45 a. m. leave Darlington 9:30 a. m. arrive Darlington 10:15 a. m. leave Darlington 11:00 a. m. arrive Darlington 11:45 a. m. leave Darlington 12:30 a. m. arrive Darlington 1:15 a. m. leave Darlington 2:00 a. m. arrive Darlington 2:45 a. m. leave Darlington 3:30 a. m. arrive Darlington 4:15 a. m. leave Darlington 5:00 a. m. arrive Darlington 5:45 a. m. leave Darlington 6:30 a. m. arrive Darlington 7:15 a. m. leave Darlington 8:00 a. m. arrive Darlington 8:45 a. m. leave Darlington 9:30 a. m. arrive Darlington 10:15 a. m. leave Darlington 11:00 a. m. arrive Darlington 11:45 a. m. leave Darlington 12:30 a. m. arrive Darlington 1:15 a. m. leave Darlington 2:00 a. m. arrive Darlington 2:45 a. m. leave Darlington 3:30 a. m. arrive Darlington 4:15 a. m. leave Darlington 5:00 a. m. arrive Darlington 5:45 a. m. leave Darlington 6:30 a. m. arrive Darlington 7:15 a. m. leave Darlington 8:00 a. m. arrive Darlington 8:45 a. m. leave Darlington 9:30 a. m. arrive Darlington 10:15 a. m. leave Darlington 11:00 a. m. arrive Darlington 11:45 a. m. leave Darlington 12:30 a. m. arrive Darlington 1:15 a. m. leave Darlington 2:00 a. m. arrive Darlington 2:45 a. m. leave Darlington 3:30 a. m. arrive Darlington 4:15 a. m. leave Darlington 5:00 a. m. arrive Darlington 5:45 a. m. leave Darlington 6:30 a. m. arrive Darlington 7:15 a. m. leave Darlington 8:00 a. m. arrive Darlington 8:45 a. m. leave Darlington 9:30 a. m. arrive Darlington 10:15 a. m. leave Darlington 11:00 a. m. arrive Darlington 11:45 a. m. leave Darlington 12:30 a. m. arrive Darlington 1:15 a. m. leave Darlington 2:00 a. m. arrive Darlington 2:45 a. m. leave Darlington 3:30 a. m. arrive Darlington 4:15 a. m. leave Darlington 5:00 a. m. arrive Darlington 5:45 a. m. leave Darlington 6:30 a. m. arrive Darlington 7:15 a. m. leave Darlington 8:00 a. m. arrive Darlington 8:45 a. m. leave Darlington 9:30 a. m. arrive Darlington 10:15 a. m. leave Darlington 11:00 a. m. arrive Darlington 11:45 a. m. leave Darlington 12:30 a. m. arrive Darlington 1:15 a. m. leave Darlington 2:00 a. m. arrive Darlington 2:45 a. m. leave Darlington 3:30 a. m. arrive Darlington 4:15 a. m. leave Darlington 5:00 a. m. arrive Darlington 5:45 a. m. leave Darlington 6:30 a. m. arrive Darlington 7:15 a. m. leave Darlington 8:00 a. m. arrive Darlington 8:45 a. m. leave Darlington 9:30 a. m. arrive Darlington 10:15 a. m. leave Darlington 11:00 a. m. arrive Darlington 11:45 a. m. leave Darlington 12:30 a. m. arrive Darlington 1:15 a. m. leave Darlington 2:00 a. m. arrive Darlington 2:45 a. m. leave Darlington 3:30 a. m. arrive Darlington 4:15 a. m. leave Darlington 5:00 a. m. arrive Darlington 5:45 a. m. leave Darlington 6:30 a. m. arrive Darlington 7:15 a. m. leave Darlington 8:00 a. m. arrive Darlington 8:45 a. m. leave Darlington 9:30 a. m. arrive Darlington 10:15 a. m. leave Darlington 11:00 a. m. arrive Darlington 11:45 a. m. leave Darlington 12:30 a. m. arrive Darlington 1:15 a. m. leave Darlington 2:00 a. m. arrive Darlington 2:45 a. m. leave Darlington 3:30 a. m. arrive Darlington 4:15 a. m. leave Darlington 5:00 a. m. arrive Darlington 5:45 a. m. leave Darlington 6:30 a. m. arrive Darlington 7:15 a. m. leave Darlington 8:00 a. m. arrive Darlington 8:45 a. m. leave Darlington 9:30 a. m. arrive Darlington 10:15 a. m. leave Darlington 11:00 a. m. arrive Darlington 11:45 a. m. leave Darlington 12:30 a. m. arrive Darlington 1:15 a. m. leave Darlington 2:00 a. m. arrive Darlington 2:45 a. m. leave Darlington 3:30 a. m. arrive Darlington 4:15 a. m. leave Darlington 5:00 a. m. arrive Darlington 5:45 a. m. leave Darlington 6:30 a. m. arrive Darlington 7:15 a. m. leave Darlington 8:00 a. m. arrive Darlington 8:45 a. m. leave Darlington 9:30 a. m. arrive Darlington 10:15 a. m. leave Darlington 11:00 a. m. arrive Darlington 11:45 a. m. leave Darlington 12:30 a. m. arrive Darlington 1:15 a. m. leave Darlington 2:00 a. m. arrive Darlington 2:45 a. m. leave Darlington 3:30 a. m. arrive Darlington 4:15 a. m. leave Darlington 5:00 a. m. arrive Darlington 5:45 a. m. leave Darlington 6:30 a. m. arrive Darlington 7:15 a. m. leave Darlington 8:00 a. m. arrive Darlington 8:45 a. m. leave Darlington 9:30 a. m. arrive Darlington 10:15 a. m. leave Darlington 11:00 a. m. arrive Darlington 11:45 a. m. leave Darlington 12:30 a. m. arrive Darlington 1:15 a. m. leave Darlington 2:00 a. m. arrive Darlington 2:45 a. m. leave Darlington 3:30 a. m. arrive Darlington 4:15 a. m. leave Darlington 5:00 a. m. arrive Darlington 5:45 a. m. leave Darlington 6:30 a. m. arrive Darlington 7:15 a. m. leave Darlington 8:00 a. m. arrive Darlington 8:45 a. m. leave Darlington 9:30 a. m. arrive Darlington 10:15 a. m. leave Darlington 11:00 a. m. arrive Darlington 11:45 a. m. leave Darlington 12:30 a. m. arrive Darlington 1:15 a. m. leave Darlington 2:00 a. m. arrive Darlington 2:45 a. m. leave Darlington 3:30 a. m. arrive Darlington 4:15 a. m. leave Darlington 5:00 a. m. arrive Darlington 5:45 a. m. leave Darlington 6:30 a. m. arrive Darlington 7:15 a. m. leave Darlington 8:00 a. m. arrive Darlington 8:45 a. m. leave Darlington 9:30 a. m. arrive Darlington 10:15 a. m. leave Darlington 11:00 a. m. arrive Darlington 11:45 a. m. leave Darlington 12:30 a. m. arrive Darlington 1:15 a. m. leave Darlington 2:00 a. m. arrive Darlington 2:45 a. m. leave Darlington 3:30 a. m. arrive Darlington 4:15 a. m. leave Darlington 5:00 a. m. arrive Darlington 5:45 a. m. leave Darlington 6:30 a. m. arrive Darlington 7:15 a. m. leave Darlington 8:00 a. m. arrive Darlington 8:45 a. m. leave Darlington 9:30 a. m. arrive Darlington 10:15 a. m. leave Darlington 11:00 a. m. arrive Darlington 11:45 a. m. leave Darlington 12:30 a. m. arrive Darlington 1:15 a. m. leave Darlington 2:00 a. m. arrive Darlington 2:45 a. m. leave Darlington 3:30 a. m. arrive Darlington 4:15 a. m. leave Darlington 5:00 a. m. arrive Darlington 5:45 a. m. leave Darlington 6:30 a. m. arrive Darlington 7:15 a. m. leave Darlington 8:00 a. m. arrive Darlington 8:45 a. m. leave Darlington 9:30 a. m. arrive Darlington 10:15 a. m. leave Darlington 11:00 a. m. arrive Darlington 11:45 a. m. leave Darlington 12:30 a. m. arrive Darlington 1:15 a. m. leave Darlington 2:00 a. m. arrive Darlington 2:45 a. m. leave Darlington 3:30 a. m. arrive Darlington 4:15 a. m. leave Darlington 5:00 a. m. arrive Darlington 5:45 a. m. leave Darlington 6:30 a. m. arrive Darlington 7:15 a. m. leave Darlington 8:00 a. m. arrive Darlington 8:45 a. m. leave Darlington 9:30 a. m. arrive Darlington 10:15 a. m. leave Darlington 11:00 a. m. arrive Darlington 11:45 a. m. leave Darlington 12:30 a. m. arrive Darlington 1:15 a. m. leave Darlington 2:00 a. m. arrive Darlington 2:45 a. m. leave Darlington 3:30 a. m. arrive Darlington 4:15 a. m. leave Darlington 5:00 a. m. arrive Darlington 5:45 a. m. leave Darlington 6:30 a. m. arrive Darlington 7:15 a. m. leave Darlington 8:00 a. m. arrive Darlington 8:45 a. m. leave Darlington 9:30 a. m. arrive Darlington 10:15 a. m. leave Darlington 11:00 a. m. arrive Darlington 11:45 a. m. leave Darlington 12:30 a. m. arrive Darlington 1:15 a. m. leave Darlington 2:00 a. m. arrive Darlington 2:45 a. m. leave Darlington 3:30 a. m. arrive Darlington 4:15 a. m. leave Darlington 5:00 a. m. arrive Darlington 5:45 a. m. leave Darlington 6:30 a. m. arrive Darlington 7:15 a. m. leave Darlington 8:00 a. m. arrive Darlington 8:45 a. m. leave Darlington 9:30 a. m. arrive Darlington 10:15 a. m. leave Darlington 11:00 a. m. arrive Darlington 11:45 a. m. leave Darlington 12:30 a. m. arrive Darlington 1:15 a. m. leave Darlington 2:00 a. m. arrive Darlington 2:45 a. m. leave Darlington 3:30 a. m. arrive Darlington 4:15 a. m. leave Darlington 5:00 a. m. arrive Darlington 5:45 a. m. leave Darlington 6:30 a. m. arrive Darlington 7:15 a. m. leave Darlington 8:00 a. m. arrive Darlington 8:45 a. m. leave Darlington 9:30 a. m. arrive Darlington 10:15 a. m. leave Darlington 11:00 a. m. arrive Darlington 11:45 a. m. leave Darlington 12:30 a. m. arrive Darlington 1:15 a. m. leave Darlington 2:00 a. m. arrive Darlington 2:45 a. m. leave Darlington 3:30 a. m. arrive Darlington 4:15 a. m. leave Darlington 5:00 a. m. arrive Darlington 5:45 a. m. leave Darlington 6:30 a. m. arrive Darlington 7:15 a. m. leave Darlington 8:00 a. m. arrive Darlington 8:45 a. m. leave Darlington 9:30 a. m. arrive Darlington 10:15 a. m. leave Darlington