

THE DAILY EXAMINER

FEBRUARY 19, 1895.

THE SITUATION IN NEWFOUNDLAND

We published a few days ago an appeal by the clergy of Newfoundland, in which it was stated that at the present moment a thousand families are seeking relief in St. John's, and that "the great fear and apprehension" exist concerning the immediate future, the Government, bank and mercantile business.

NOTES AND COMMENTS

It appears by the Inland Revenue returns that less intoxicating liquor is being produced in Canada, and more exported.

Just think of 74,531 hogs arriving at the Chicago stock yards in a single day! It looks as if should we take of the pork duties—Canada will soon be swimming in United States fat.

Mail-Emire: It will never do to bring even within the shadow of the Federal treasury those men who in 1891 plundered Quebec, and whose offences have been followed by neither punishment nor reprobation.

The Boston Herald reports that the latest statistics from the Agricultural Department indicate a shrinkage in the value of the United States wheat crop by one-fourth. Charge it all up to the electric and the bicycle.

In Detroit there is water famine in some sections of the city and the big manufacturers are shutting down in consequence. The cause is that the householders to prevent their pipes freezing during the cold days, leave their taps open. A lot of the leaks can play the mischief with the water works as well as with the purse.

As a result of the stormy season and nothing else to do, we are in receipt of a large number of "notes" from the country. Some of these are decidedly "dry" and are not accompanied by the writers' names.

Henry Clews remarks that: At the end of the year, in 1895, the population of the United States was 78,000,000; it is now 79,000,000. At that time the true value of the assets of the country were estimated at \$17,000,000,000; they are now supposed to be \$75,000,000,000.

Regarding the immediate destiny of Newfoundland, the Springfield Republican expresses the following opinion: "It seems to be settled that the Canadian Government will do nothing to help Newfoundland, and certainly nothing to bring the settlement in favor of annexation to the United States. That desire is not very general among the influential Newfoundlanders, and certainly not among the far-away poorly-settled, and heavily indebted provinces."

Purify your blood, tone up the system, and regulate the digestive organs by taking Hood's Sarsaparilla. Sold by all druggists.

THE MODERN INVALID

Has taken medicinally, in keeping with other laxatives, a remedy most to be pleasantly acceptable in form, purely wholesome in composition, truly beneficial in effect and entirely free from every objectionable quality. If really ill he consults a physician, if constipated he uses the gentle family laxative, Strup of Figs.

One pill a dose, one box 25 cents. One pill relieves constipation in five to ten minutes. One pill taken weekly neutralizes formation of uric acid in the blood and prevents Bright's Kidney disease and Diabetes. True only of Dr. Chase's Kidney-Liver Pills.

A Comfort Sometimes. When health is far gone in Consumption, sometimes only ease and comfort can be secured from the use of Scott's Emulsion. What is much better is to take this medicine in time to save your health.

I have spent thousands of dollars and been in the best hospitals of Europe and America under treatment for catarrh," said a gentleman recently, "and I have never received so much genuine relief as I have from a twenty-cent box of Hawker's catarrh cure."

Gentlemen who care for being well should use HAWKER'S "Tonic" which has become so popular. It is a cloth of the very highest character, especially sound colors. The registered trademark "Tonic" is stamped on the back of every 25 yard.

—Toronto Globe: An essential requisite of the British market is superiority in quality. The wealthy British purchaser gives himself no concern about the price, but is a most exacting critic as to the quality of his table supplies. By supplying an article superior to all competitors the Canadian cheese-makers have obtained an enviable position in the British market, and the same will be necessary to securing an equal place for Canadian butter.

SENATOR PROWSE'S LETTER

We publish to-day a letter from the Hon. Senator Prowse addressed to the editor of the Guardian. This letter was received at THE EXAMINER office early yesterday, and it ought to have reached the Guardian at the same time. But it did not appear in the delectable sheet this morning—the pressure of such highly important matters as "Bonshaw Notes," "Mahmood, the Image Breaker," "Politics in the Pulpit," etc., having, apparently, crowded it out of our "independent" organ. There can be no doubt that Senator Prowse represents truly the views and feelings of the people of Belfast and Murray Harbor, as well as the facts of the case. His long residence in the district, his position, his interests, his opportunities all enable him to speak for the people living south of the Hillsborough. As to the Southern railway matter he has spoken to "the editor of the Guardian" so clearly and forcibly, that we may not hope that the Government and the people of Belfast and Murray Harbor will now again be subjected to gross insult concerning it. Certainly it is unfortunate for the Grit Party that Mr. Davies spoke in favor of the railway before the last election, and after that event forgot to say anything about it. Senator Prowse puts that point very strongly. It will be interesting to read the comments of the "independent" organ upon the deception which Senator Prowse has exposed.

A STRONG LETTER FROM HON. SENATOR PROWSE

To the Editor of the Guardian: Sir,—As I am somewhat interested in the question of a railway to Belfast and Murray Harbor, and having taken a part in the meeting at Elton on the 30th ult., I will permit me to say a few words to the readers of the Guardian on this question.

You have asked Mr. Ferguson, a member of the Government, the following extraordinary question: "Has the Dominion Government directly or indirectly given the slightest promise that the proposed Railway will be built? Has the Dominion Government promised to ask Parliament for the necessary vote of money to build this road? Has the Government promised to do so next or at any session?" And then you say, "If he declines to answer these questions, or if he answers them negatively, the public may conclude that all this railway agitation is not only an election device, but that it is like many other election cries, a political farce and a fraud. Unless it can be shown that the Government have taken definite action in the matter, then all this agitation will be seen not only as an attempt to corruptly influence, but to deceive and defraud the electors."

You question me, and I am quite sure that the Government is not to be trusted. I am not a member of the public secretariat of Council. I am sure you would not seriously ask Mr. Ferguson to add perjury to his other misdeeds. If not, are you not insulting the intelligence of your readers, and more especially the people of Belfast and Murray Harbor when you say that without an immediate answer to these questions the public must conclude that all this agitation is an election device—a political farce and a fraud—to corruptly influence, deceive and defraud the electors.

Now, we are not so very anxious for fair promises, merely, as we are for actual work; and we claim the undisputed right of every British subject to continue the agitation, not for promises, but for the railway until it is obtained, and I am quite sure we never had as good a prospect of success since the Branch Railway Bill was passed as we have at the present time, as I will endeavor to show.

Your question as to a Railway to Belfast and Murray Harbor has been a live question for more than twenty years, and during that time has often been discussed in both Parliament and at many public meetings, ever since the Railway Bill were built. Even in the House of Commons during the session of 1890 and just before the last general election, both Messrs. Davies and Welch advocated a Branch Railway from the Main or Transatlantic line to the Wood Island breakwater, but no one ever dreamed they were proposing it merely as a bribe to the people of the locality. It is quite true and very significant that after they secured the election, we never heard anything more from them about the Branch Railway.

A little over a year ago Mr. Ferguson was called to the Senate, and during his first session in that chamber he gave a very able speech, pointing the whole question of our claims for a proportionate share of the expenditure for railways and canals before the Senate, and then and there advocated the building of a railway to Belfast and Murray Harbor. That speech was listened to with the greatest attention by the Senate, including Sir McKenzie Bowell, the present Leader, and two other members of the Government. No one ever thought of charging Senator Ferguson with making that speech for "political effect," or that it was a "political farce and a fraud," or an attempt to "corruptly influence, deceive or defraud the electors." Mr. Ferguson had no thought or expectation at that time of being offered a seat in the Government.

There were no signs or indications of a general election in the new year, but the sudden and lamented death of Sir John Thompson necessitated the formation of a new Government, and the Leader of the Senate, Sir McKenzie Bowell, was entrusted with that important duty. I have heard Mr. Ferguson's several speeches in the Senate, his views in regard to the claims of this Province, and his views in regard to the building of a railway to Belfast and Murray Harbor, and I am sure that he would not be so unreasonably charged as to expect that Senator Ferguson will consent to give up his colleagues in the Government the adoption of the the Branch Railway, and policy so ably and publicly advocated by him, just before taking his seat in the Cabinet? Thus we know that Mr. Ferguson's present attitude towards the Branch Railway and the policy advocated by him of building a railway through Belfast to Murray Harbor, certainly was not considered by the Leader of the Government and his colleagues as any objection to his becoming a member of the Cabinet—if it was not the immediate cause of his appointment.

Turning into consideration all the foregoing facts leading up to the appointment of Senator Ferguson to the Cabinet, and his outspoken views in regard to this railway, would it not be culpably stupid on the part of the people of Belfast and Murray Harbor if they neglected to take advantage of the favorable circumstances in which they are placed and press their just claims for a railway, and we did thereby be very materially strengthened and supported by Senator Ferguson's arguments without any regard as to whether we are on the eve of a general election or not?

For my part, I have protest most emphatically against the unwarranted charge you make against me. The policy now advised I have advocated on all suitable occasions for the last twenty years, and I have the opportunity, if the present Government have the opportunity, to have the next five years a railway in operation between Southport and Murray Harbor South with a cross section running past Montague Bridge to the trunk line. My advice to the people interested therein is not to abandon this agitation on account of the opposition now offered, but mark well from whom this opposition comes, and the motive which underlies it. More than twenty years ago we were tried out of a railway by the men who voted for the Branch Railway Bill and who when seeking the votes of the people said they were going in to "knock the Railway Scheme in the head." Let us not be deceived by the same trap again. Some of them who passed the Branch Railway Bill at the expense of the taxpayers of Belfast and Murray Harbor are now doing all they can to oppose the construction of this railway and discredit its advocates. Surely we cannot forget their railway record.

In conclusion, Mr. Editor, permit me to say should we be so unfortunate as to have our just and reasonable claims defeated on this occasion, though a person in power, of Senator Ferguson, or through a blind party strife for place and office, should share of the responsibility, I must resign those who now control the opposition press of this Island, foremost among whom on this question I am sorry to see "The Guardian."

SAMUEL PROWSE, Murray Harbor, Feb. 15th, 1895.

SPECIAL NOTICES

Advertisements under this heading charged for at the rate of five cents per line.

Hooking canvas and stamped mats—Harris & Stewart. feb19 dykwo Buy your hats at Prowse Bros. feb 19 21.

New Hats—15 cases of Christy's London hats and 7 cases of American. The styles are natty, nice and neat. When down town drop in and see the new line.—Prowse Bros., the wonderful cheap men. feb 19 21.

Trade at the one price store, the place where you only pay for that which you buy, and don't help to pay for what somebody else has bought.—Jas. Paton & Co. Hooking canvas, just received by the steamer Stanley. Twelve thousand yards all qualities and widths; also 20 doz stamped mats, wholesale and retail.—W. A. Weeks & Co. feb 19 21.

Just arrived Ex S S Stanley an elegant assortment of ladies' new frilled collars and cuffs, new turned down collars and cuffs, white and colored chemises.—Stanley Bros. feb 19 21.

Dress goods may have intrinsic merit, and yet lack the possibility of perfect draping. Without perfect draping it is in vain that the goods be costly, or the needle Parisian. The draping is the charm which gives grace to a woman. This is one particular in which Priestly's famous dress fabrics stand unrivalled. It is generally known that they wear better than other fabrics, but they drap with a grace which endears them to the aesthetic sense of every fastidious woman. Ladies should remember the trade mark "The Yarnish Board" on which each piece of Priestly's dress goods is rolled.

A COMMERCIAL TRAVELLER'S OPINION

"I am happy to say your work is beyond my expectation in more than one respect. I have never had a wash done in so short notice, and the quality is all one sure we have in our own homes. Trusting you may continue to do good work, I am yours, respectfully.

The above is an extract from a letter received by the Steam Laundry from a well known commercial traveller who had a large quantity of laundry work done and delivered at the hotel in just four hours. (A simple statement of facts.)

MUSIC

FOR QUEEN SQUARE, 1895. Citizens' Band Benefit.

Friday Evening, Feb. 22. Proceeds to procure Music for the Garden, 1895. A fine programme will be rendered by the Band. Tickets (to skate) 15 cents. feb19

POLITICAL MEETING

A Convention of Delegates, under the auspices of the Liberal-Conservative Association, will be held at the Hall, Carleton Place, on TUESDAY, the 23rd day of March, prox., at 11 o'clock, a.m., for the purpose of nominating a candidate for King's County at the coming election for Members of the House of Commons. A full attendance is requested.

D. GORDON, Pres. Lib-Conservative Ass'n for King's County. Georgetown, Feb. 19, 1895—dy 21 wy 21

"Something Good."

Do you like increasing your Cigar Trade? NOTHING EASIER if you will let us help you. HOW? Why, send in an order for a SAMPLE LOT of

SOMETHING GOOD, THE BEST FIVE CENT CIGAR ON EARTH.

Manufactured only by the EMPIRE TOBACCO CO., MONTREAL. feb19

A SPICY STORY.

If variety is the spice of life our stock must come pretty near being Allspice, as we have the greatest variety of the best GROCERIES to be found in the city. Our prices are most reasonable.

A large stock of FLOUR and MEAL on hand. We make a specialty of the best TEAS.

SANDERSON & CO., CASH GROCERS.

Newson Block, Victoria, Row. feb19

Farm For Sale.

The subscriber offers for sale his valuable Farm, containing about sixty acres. House is in good repair. There are six outbuildings, consisting of ten months' residence. For further information apply to the Adjutant-General of Militia, Ottawa, before 15th May.

C. BENOIT, feb19—3m dy & wy

TELEGRAPHIC

SPECIAL DESPATCHES TO THE EXAMINER

The Political Situation. OTTAWA, Feb. 19. There is little new in the political situation. Hon. Messrs. Bowell and Foster had an interview with the Governor-General yesterday, presumably for the purpose of talking over the situation. Public opinion is still divided as to the course the Government will take.

Appointing Colonial Judges. LONDON, Feb. 19. In the Commons, Sydney Balfour, Parliamentary Secretary for the colonies, said the Government had under consideration the question of appointing colonial judges of the judicial committee of the privy council.

New Professor of Modern History. LONDON, Feb. 19. Lord Acton has been appointed Professor of Modern History at Cambridge, to succeed the late Professor Seeley. Lord Acton is regarded as the leader of the liberal Catholics in England.

The Government's Close Call. LONDON, Feb. 19. Lord Rosebery's Government had a close call last evening on the vote to close the address. The vote was 279 to 271.

LADIES

WE HAVE JUST RECEIVED 125 ROLLS Fire Insurance

"Crepe" Tissue Paper, is a protection against a probable loss. Every property holder should carry a Fire Policy in the Companies represented by

E. R. BROW, Insurance Agent. Charlottetown, February 12, 1895—ly

GREAT RETURN HOCKEY MATCH

The Great Return Hockey Match between the Victoria and Charlottetown HOCKEY CLUBS will be played in the RINK on Wednesday, February 20th, at 8 O'CLOCK, P. M. CITIZENS' BAND in attendance. Reserve Wednesday Evening for this match. It will be a good one. ADMISSION 10 CENTS. feb18-31

Have your Printing Done AT OUR OFFICE.

Bill Heads, Note Heads, Letter Heads, Envelopes, Invitation and At Home Cards, Programmes, Relief Stamping, done in the neatest style at low prices.

HASZARD & MOORE.

Inland Steam Navigation Co. The Annual General Meeting of the Shareholders of the Inland Steam Navigation Company will be held in the Room in Queen's Buildings, King Street, (now occupied by the Harbor Light), on SATURDAY, the 2nd of March next, at 3 o'clock, p.m. L. C. OWEN, Secretary. Charlottetown, Feb. 14, 1895.

ZERO PRICES!

WHAT DOES THIS MEAN? It means that our prices have touched rock bottom. If you want Boots or Shoes this month go where you get them the cheapest, at the Old Reliable Shoe Store. Yours for Shoes at zero prices. A. E. McEACHEN.

TRUSSES, Elastic Stockings, Bandages.

If you require a Truss or Surgical Appliance of any kind, don't wear an ill-fitting one to please the Doctor or Druggist whose stock is so limited that he cannot fit you properly. See our large stock of American and English Trusses in Elastic, Hard Rubber, with Water Pads, etc. We can fit any case from childhood to old age. Special discounts to Physicians and Druggists. If you want Medicine patronize Hughes, the People's Druggist. He can recommend Suitable Remedies and save you money. Orders by mail promptly filled. APOTHECARIES' HALL, (Established 1810), DeBrisay's Corner. feb5

CHEAP FLOUR FOR CASH.

BEER & GOFF have a large stock of Flour on hand, which they bought at the lowest point touched by the Flour market, and they are now offering it to their customers at a small advance on the cost. Their new high-grade brand, called "LILY QUEEN," has been giving splendid satisfaction, and they can confidently recommend it as the best Family Flour on the market to-day.

BEER & GOFF.

Charlottetown, January 17, 1895—in thr st

P. E. Island Railway

On and after THURSDAY, 27th December, 1894, the trains of this Railway will run daily (Sundays excepted) as follows:— Trains outward. Trains inward. A. M. P. M. A. M. P. M. 7:00 1:50. Charlottetown. 4:40 2:30. 7:10 2:00. Royalty Junction. 5:10 2:11. 8:00 2:30. North Westport. 5:35 2:17. 8:17 3:15. Hunter River. 5:17 1:13. 8:45 3:52. Ellerslie. 5:44 1:23. 8:57 4:00. Emerald. 5:55 1:33. 9:10 4:00. Freetown. 5:55 1:22. 9:20 4:10. Kensington. 6:00 1:30. 9:30 4:20. Summerside. 6:10 1:40. 10:00 4:30. W. M. 10:30 4:40. 11:00 4:50. 11:30 5:00. 12:00 5:10. 12:30 5:20. 1:00 5:30. 1:30 5:40. 2:00 5:50. 2:30 6:00. 3:00 6:10. 3:30 6:20. 4:00 6:30. 4:30 6:40. 5:00 6:50. 5:30 7:00. 6:00 7:10. 6:30 7:20. 7:00 7:30. 7:30 7:40. 8:00 7:50. 8:30 8:00. 9:00 8:10. 9:30 8:20. 10:00 8:30. 10:30 8:40. 11:00 8:50. 11:30 9:00. 12:00 9:10. 12:30 9:20. 1:00 9:30. 1:30 9:40. 2:00 9:50. 2:30 10:00. 3:00 10:10. 3:30 10:20. 4:00 10:30. 4:30 10:40. 5:00 10:50. 5:30 11:00. 6:00 11:10. 6:30 11:20. 7:00 11:30. 7:30 11:40. 8:00 11:50. 8:30 12:00. 9:00 12:10. 9:30 12:20. 10:00 12:30. 10:30 12:40. 11:00 12:50. 11:30 1:00. 12:00 1:10. 12:30 1:20. 1:00 1:30. 1:30 1:40. 2:00 1:50. 2:30 2:00. 3:00 2:10. 3:30 2:20. 4:00 2:30. 4:30 2:40. 5:00 2:50. 5:30 3:00. 6:00 3:10. 6:30 3:20. 7:00 3:30. 7:30 3:40. 8:00 3:50. 8:30 4:00. 9:00 4:10. 9:30 4:20. 10:00 4:30. 10:30 4:40. 11:00 4:50. 11:30 5:00. 12:00 5:10. 12:30 5:20. 1:00 5:30. 1:30 5:40. 2:00 5:50. 2:30 6:00. 3:00 6:10. 3:30 6:20. 4:00 6:30. 4:30 6:40. 5:00 6:50. 5:30 7:00. 6:00 7:10. 6:30 7:20. 7:00 7:30. 7:30 7:40. 8:00 7:50. 8:30 8:00. 9:00 8:10. 9:30 8:20. 10:00 8:30. 10:30 8:40. 11:00 8:50. 11:30 9:00. 12:00 9:10. 12:30 9:20. 1:00 9:30. 1:30 9:40. 2:00 9:50. 2:30 10:00. 3:00 10:10. 3:30 10:20. 4:00 10:30. 4:30 10:40. 5:00 10:50. 5:30 11:00. 6:00 11:10. 6:30 11:20. 7:00 11:30. 7:30 11:40. 8:00 11:50. 8:30 12:00. 9:00 12:10. 9:30 12:20. 10:00 12:30. 10:30 12:40. 11:00 12:50. 11:30 1:00. 12:00 1:10. 12:30 1:20. 1:00 1:30. 1:30 1:40. 2:00 1:50. 2:30 2:00. 3:00 2:10. 3:30 2:20. 4:00 2:30. 4:30 2:40. 5:00 2:50. 5:30 3:00. 6:00 3:10. 6:30 3:20. 7:00 3:30. 7:30 3:40. 8:00 3:50. 8:30 4:00. 9:00 4:10. 9:30 4:20. 10:00 4:30. 10:30 4:40. 11:00 4:50. 11:30 5:00. 12:00 5:10. 12:30 5:20. 1:00 5:30. 1:30 5:40. 2:00 5:50. 2:30 6:00. 3:00 6:10. 3:30 6:20. 4:00 6:30. 4:30 6:40. 5:00 6:50. 5:30 7:00. 6:00 7:10. 6:30 7:20. 7:00 7:30. 7:30 7:40. 8:00 7:50. 8:30 8:00. 9:00 8:10. 9:30 8:20. 10:00 8:30. 10:30 8:40. 11:00 8:50. 11:30 9:00. 12:00 9:10. 12:30 9:20. 1:00 9:30. 1:30 9:40. 2:00 9:50. 2:30 10:00. 3:00 10:10. 3:30 10:20. 4:00 10:30. 4:30 10:40. 5:00 10:50. 5:30 11:00. 6:00 11:10. 6:30 11:20. 7:00 11:30. 7:30 11:40. 8:00 11:50. 8:30 12:00. 9:00 12:10. 9:30 12:20. 10:00 12:30. 10:30 12:40. 11:00 12:50. 11:30 1:00. 12:00 1:10. 12:30 1:20. 1:00 1:30. 1:30 1:40. 2:00 1:50. 2:30 2:00. 3:00 2:10. 3:30 2:20. 4:00 2:30. 4:30 2:40. 5:00 2:50. 5:30 3:00. 6:00 3:10. 6:30 3:20. 7:00 3:30. 7:30 3:40. 8:00 3:50. 8:30 4:00. 9:00 4:10. 9:30 4:20. 10:00 4:30. 10:30 4:40. 11:00 4:50. 11:30 5:00. 12:00 5:10. 12:30 5:20. 1:00 5:30. 1:30 5:40. 2:00 5:50. 2:30 6:00. 3:00 6:10. 3:30 6:20. 4:00 6:30. 4:30 6:40. 5:00 6:50. 5:30 7:00. 6:00 7:10. 6:30 7:20. 7:00 7:30. 7:30 7:40. 8:00 7:50. 8:30 8:00. 9:00 8:10. 9:30 8:20. 10:00 8:30. 10:30 8:40. 11:00 8:50. 11:30 9:00. 12:00 9:10. 12:30 9:20. 1:00 9:30. 1:30 9:40. 2:00 9:50. 2:30 10:00. 3:00 10:10. 3:30 10:20. 4:00 10:30. 4:30 10:40. 5:00 10:50. 5:30 11:00. 6:00 11:10. 6:30 11:20. 7:00 11:30. 7:30 11:40. 8:00 11:50. 8:30 12:00. 9:00 12:10. 9:30 12:20. 10:00 12:30. 10:30 12:40. 11:00 12:50. 11:30 1:00. 12:00 1:10. 12:30 1:20. 1:00 1:30. 1:30 1:40. 2:00 1:50. 2:30 2:00. 3:00 2:10. 3:30 2:20. 4:00 2:30. 4:30 2:40. 5:00 2:50. 5:30 3:00. 6:00 3:10. 6:30 3:20. 7:00 3:30. 7:30 3:40. 8:00 3:50. 8:30 4:00. 9:00 4:10. 9:30 4:20. 10:00 4:30. 10:30 4:40. 11:00 4:50. 11:30 5:00. 12:00 5:10. 12:30 5:20. 1:00 5:30. 1:30 5:40. 2:00 5:50. 2:30 6:00. 3:00 6:10. 3:30 6:20. 4:00 6:30. 4:30 6:40. 5:00 6:50. 5:30 7:00. 6:00 7:10. 6:30 7:20. 7:00 7:30. 7:30 7:40. 8:00 7:50. 8:30 8:00. 9:00 8:10. 9:30 8:20. 10:00 8:30. 10:30 8:40. 11:00 8:50. 11:30 9:00. 12:00 9:10. 12:30 9:20. 1:00 9:30. 1:30 9:40. 2:00 9:50. 2:30 10:00. 3:00 10:10. 3:30 10:20. 4:00 10:30. 4:30 10:40. 5:00 10:50. 5:30 11:00. 6:00 11:10. 6:30 11:20. 7:00 11:30. 7:30 11:40. 8:00 11:50. 8:30 12:00. 9:00 12:10. 9:30 12:20. 10:00 12:30. 10:30 12:40. 11:00 12:50. 11:30 1:00. 12:00 1:10. 12:30 1:20. 1:00 1:30. 1:30 1:40. 2:00 1:50. 2:30 2:00. 3:00 2:10. 3:30 2:20. 4:00 2:30. 4:30 2:40. 5:00 2:50. 5:30 3:00. 6:00 3:10. 6:30 3:20. 7:00 3:30. 7:30 3:40. 8:00 3:50. 8:30 4:00. 9:00 4:10. 9:30 4:20. 10:00 4:30. 10:30 4:40. 11:00 4:50. 11:30 5:00. 12:00 5:10. 12:30 5:20. 1:00 5:30. 1:30 5:40. 2:00 5:50. 2:30 6:00. 3:00 6:10. 3:30 6:20. 4:00 6:30. 4:30 6:40. 5:00 6:50. 5:30 7:00. 6:00 7:10. 6:30 7:20. 7:00 7:30. 7:30 7:40. 8:00 7:50. 8:30 8:00. 9:00 8:10. 9:30 8:20. 10:00 8:30. 10:30 8:40. 11:00 8:50. 11:30 9:00. 12:00 9:10. 12:30 9:20. 1:00 9:30. 1:30 9:40. 2:00 9:50. 2:30 10:00. 3:00 10:10. 3:30 10:20. 4:00 10:30. 4:30 10:40. 5:00 10:50. 5:30