

The Truth About Potash & Perlmutter

By Montague Glass.

Montague Glass, who writes the famous Potash and Perlmutter stories in the Saturday Evening Post, is well known to members of the newspaper fraternity in London, as he frequently visited with Mr. Huettner, McEwan, Johnston at the time the latter was a member of The Advertiser staff. In the following article in a New York paper he interviews himself.

When the Unworthy Object of Public Curiosity is interviewed by the Intelligent Young Reporter, no one doubts the Object's modesty. The theory is that the Reporter has literally wrung from the Object a few meager facts and has handled them rather freely in the transcription, so that anecdotes which rebound to the Object's glory are attributed to the imagination of the Reporter instead of to the Object's Own Vanity. In point of fact, the Reporter usually has his work cut out for him, when he boils down the mass of egotistical conversation with which the Object has regaled him.

"If I ever get interviewed, he declares solemnly, as he glances over the printed newspaper and discovers that his half page story has been blue-penciled to about a quarter of a column. 'If I ever get interviewed I'll give 'em my name and address, and the date of my birth, and let it go at that.' But in the case at bar, as Henry D. Feldman would say, the interviewer is also the interviewed, and he is therefore bound to obtain from himself all the information possible, at the expense of a fine sense of modesty, which, believe him, he possesses to a marked degree.

In the first place, to decide all bets, I will say that A. wins. I am a Jew. The next mooted point to be considered is the name "Montague Glass." This is so obviously a nom de plume as to have excited various rumors with respect to my right appellation, and it has been hinted in Kansas City that my name is really Abowich and that my father keeps a small store on the East Side. From other sources comes the information that I am variously known to my friends as Ignatz Borochson, right down through C. D. E. F., etc., to Sol Zablinsky, and that I was formerly in the tailoring business on Canal street or travelled for the A. La Mode Suit Company on West Twentieth street, as the case may be. Now for the confession. The surname "Glass" was practically forced on me, so to speak, for my father, James D. Glass, was a linen merchant in Manchester, England, where I was born thirty-three years ago next July. As for the name Montague, I need hardly tell all you Mortimers, Miltons and Maxwells that the "Christian" name of my grandfather sells was just plain "Moses."

Let us pass on to the third inquiry: "Was I ever in the cloak and suit business?" I will not deny it farther than to say that I have never been in any business but the law business, which in New York City is the trouble department of every other business in the directory from "Architectural Iron Work" down to "Yarns, Cottons and Woollens." I was associated with a firm whose practice was largely of the kind called "commercial," and many of their clients were engaged in the women's

outer-garment business. From that source I derived some knowledge of the cloak and suit business, but not enough to prevent me from getting into technical difficulties.

No doubt you read in the early Potash & Perlmutter stories that Abe and Morris received many orders for garments in gross lots. After the third story they ceased to do business on quite so wholesale a scale, and this sudden falling-off in trade was due to about a hundred letters I received from readers throughout the United States. They all wrote me that they enjoyed the stories very much, but that cloaks were not sold by the gross. Cloak and suit acquaintances accosted me on the street to tell me that cloaks were not sold by the gross. Soon after this my publisher wrote to me and said that he received a few letters which pointed out a slight defect in my stories, namely: Cloaks were sold by the gross. I therefore receded from my position. I saw that any attempt I might make to change the long-established custom of the trade would be hopeless, so Potash & Perlmutter now sell cloaks and suits by the single garment.

Many readers have asked: "Who are the originals of Potash & Perlmutter, Henry D. Feldman, Sammet Brothers, Klingler & Klein, etc., etc." To all of which I make reply that there aren't any. Abe and Morris are composite characters, as is Henry D. Feldman. His habit of quoting Law Latin to his impressionable clients is not foreign to him. He is a few business men who do not regard one particular lawyer as a veritable phenomenon.

"If Henry D. Feldman couldn't do it, Abe, nobody could," Morris declares, and with the substitution of a different name for Henry D. Feldman the phrase will not be unfamiliar to many dealers. Of course Potash & Perlmutter adventures are pure fiction, but their speech, thought and action are not. I mean by this that for ten years I was present almost daily at bankruptcy meetings, closing of title to real property and conference with reference to the entering into, or dissolution of, co-partnership. There I had the opportunity to see many Potashes and Perlmutteres stripped to the skin. There is nothing that more effectively peels off a man's jacket of acquired politeness and manners than a good, old-fashioned scrap over a real estate or co-partnership difficulty.

On many of these occasions, I'm afraid I fell short of the correct legal attitude, for I was always much more in the manner than the matter of dispute, and I'm obliged to admit that if the argument grew spirited, I sometimes egged it on for purposes of literary observation.

The fruits of this experience are the Potash & Perlmutter stories, which, by the way, are not dialect stories in the editorial sense. The later class of stories comprises the narratives in which "Hoot Mon" and "Ah'm gwine, Suh," are sprinkled as liberally as canaway seeds in rye bread; but it will be noticed that with few exceptions, when Abe and Morris speak

they utter words which conform strictly to the spelling in Webster's Unabridged, the Standard or the Century Dictionaries.

The reason for this is that the speech of Potash and Perlmutter differs so subtly from the vernacular of the ignorant New Yorker as to evade a phonetic spelling, more especially as it is not so much mispronunciation of words as their inversion in sentences that stamps Abe's and Morris's dialect as foreign. They continually utter such introductory phrases as "Take it from me, Mawruss," or "Look-y here, Abe, I want to tell you something," and there are a hundred different mannerisms in their conversation which can be faithfully reproduced without misspelling a single word. Of course, it is true that some Perlmutteres use V for W, but there are very few of them who habitually confound B with P or D with T. Abe ought to say: "Dayg id from me, Mawruss," and Morris would reply: "Loos-y here, Abe, I vond do dell you somedding." This approach to the vernacular of Potash & Perlmutter as nearly as would the dialect convention which in the London comic papers demands that all Jews, no matter of what nativity, speak English with a lisp.

Now let us take up the next query: "How did these stories originate?" I don't know exactly what this inquiry means, but it is the precise wording of the question put by many readers. Answering as best I can, let me say firstly that they originated in the desire to give a good-humored portrait of one phase of business life in New York. Secondly, I just couldn't help putting on paper all that I had seen and heard of Abe's and Morris's pleasant eccentricities. Thirdly, short stories had been a source of income to me for many years past, and I thought I saw a marketable commodity in these Potash & Perlmutter stories. I was not mistaken, even though at first I grew somewhat discouraged.

Three of them were written before any sales were made, and I was beginning to think they were as bad stickers as Mr. Rabinowitz possessed. (Cue.) Mr. Rabinowitz dealt in woollens, and after a brisk fall season he found himself with a lot of piece goods that were of excellent quality but of poor design. It was in vain that he cut the price on them; the trade refused to buy, and at length he became desperate. He picked out six N. G. customers, who under ordinary circumstances were not to be trusted with a C. O. D. delivery, unless the expressman passed over the package with one hand and received the cash with the other. To each of these he shipped thirteen pieces of the woollens, accompanied by a letter stating that the goods were cheap and of splendid quality. He called attention to their extremely low price and enclosed a bill of twelve pieces only.

Mr. Rabinowitz reckoned that when each of the customers received the thirteen pieces of goods and a bill for only twelve, they would see a chance to profit at his expense, and they would therefore keep the goods and remit the amount of the bill. How ever, it was what Professor James would call bum psychology, for, as one man, the six customers pursued the same course of action. They each wrote a letter to Rabinowitz, telling him they were sorry that they were unable to buy the dozen pieces of goods he had shipped them, and the next day they returned only twelve of the thirteen packages. The re-

sulting one they kept, together with Rabinowitz's own bill, which they filled away for future reference.

Also! The three Potash & Perlmutter stories were much too radical for acceptance by the editors, for most editors are conservative buyers and mistrust new styles of stories. At length I sold two of them to a magazine proprietor in Detroit, Mich., and he promptly "busted up" on me. His magazine continued under new management, however, and, after a correspondence which bore fair to eat up all the profits in postage stamps, the new proprietor compromised for a ridiculously low figure. The third story appeared in the Scrap Book, and the fourth in Munsey's. Then came "Taking It Easy" in the Saturday Evening Post, followed by "The Arverne Saque," and with that the season opened.

Much of the popularity of these stories must be credited to the good nature and the keen sense or humor of the Jewish people, who are more ready to appreciate a joke or a story, even when it is on themselves than the people of any other race.

My thanks are sincerely proffered to the numerous readers who have expressed their enjoyment of the stories, and I am glad to hear that they offend nobody, and in this hope I have succeeded.

And now, gentlemen, you have got to excuse me, as Morris would say, I would like nothing better as to brook and talk to you all day. But I got it also a partner, gentlemen, and you got no idee what a crank she is. If I make this article much longer she'll refuse to typewrite it and correct all errors. In short bidding you farewell, I pay a final tribute to Potash & Perlmutter's cashier, bookkeeper, secretary, treasurer and inspiration—my wife.

MONTAGUE GLASS

THREE FAMOUS AIRMEN

Continued From Page Thirteen.

his precocious manner of hard sense which caused the Wright Brothers to pick him first of all to be taught the art of aviation as they so expressly knew it. BROOKINGS—But, coming back to the flying world where the present development of the machine now lies, it is necessary in speaking to the public about the problems in aviation that have to be overcome to draw comparisons with the railroads; when they first became practical the Government gave \$50,000,000 toward helping to put them on a successfully operated basis. It did more, and gave \$150,000,000 worth of property and even closed an eye when the railroads tried to grab off an additional slice of land here and there. The steamships receive their money in a somewhat similar way; they were more generally helped by charities that were situated near good harbors. In still another way automobiles got their start.

But look at the aeroplane. What progress can be made when the aviators have to go in for exhibition flying in order to make enough money to pay for repairs. It allows them practically no margin of profit that can be set aside for experimental work.

Take, for example, the difficulty the army had until Congress finally granted a small appropriation for the development of the aeroplane in the military service. But of course we must be patient. Maybe something will still be done. It is a fact, nevertheless, that the evolution of the aeroplane is a cheap proposition, and it needs proper

support—adequately equipped aerodynamic laboratories, where desired tests could be made under the most accurately known conditions—and many other aids to developments.

ATWOOD—One of the reasons why we don't have public support, it seems to me, is because the aviators don't show the people the real practical things that can be done with aeroplanes. Cross-country flying is practical, and I feel that the public is willing to contribute for that kind of flying. Exhibition flying has held back aviation, and has been through exhibition flying that so many were killed.

Deaths in aviation create public antipathy. Deaths in aviation can be averted by the simple use of common sense. More deaths have been due to recklessness and carelessness. In fact you can count on the fingers of your hands the calamities that have occurred which in some measures are not charged to either of these two contributory causes.

Then, again, the public thinks aviators are wealthy; that they can go out in the morning, make \$5,000 and spend it at night. They look upon us as a reckless crowd, which does not show the code of the business men. But it must be admitted that the tide is changing somewhat, and affairs in aviation are getting down to a business basis.

SNELLY—Yes, Drink? Very Little.

Noticeably the young aviators had touched their wine save Grahame-White, and that most sparingly. They had favored their cocktails with only the most formal of salute. Self-discipline is strong among them, despite the recklessness of conduct and habits usually blamed upon the character of the daring. But as the long-stemmed pipe is the indispensable adjunct to any portrait of an old Dutchman, so the portrait of a typical aviator must show a cigarette. All three smoked them with the long drawn inhalation of devotees. The Britisher slipped one into his long-stemmed amber holder before taking up the thread of Atwood's talk.

GRAHAM-WHITE—Exhibition flying never really got hold of Europeans, still an aviator cannot get the slightest encouragement from a soul abroad. They think the aeroplane is a fair-weather machine, its weak points are always before them. It is a shame so few people don't see further than their noses in the matter. They don't seem to make a comparative study of the progress that has been made. Now, only a short time ago we would hold our tongues to avoid being laughed at, blowing and debate whether it was blowing too hard for safe flying. How we used to put on the lightest clothes in order to diminish our weight, today it did more, and gave \$150,000,000 worth of property and even closed an eye when the railroads tried to grab off an additional slice of land here and there. The steamships receive their money in a somewhat similar way; they were more generally helped by charities that were situated near good harbors. In still another way automobiles got their start.

But look at the aeroplane. What progress can be made when the aviators have to go in for exhibition flying in order to make enough money to pay for repairs. It allows them practically no margin of profit that can be set aside for experimental work. Take, for example, the difficulty the army had until Congress finally granted a small appropriation for the development of the aeroplane in the military service. But of course we must be patient. Maybe something will still be done. It is a fact, nevertheless, that the evolution of the aeroplane is a cheap proposition, and it needs proper

BROOKINGS (shaking his head vigorously)—Yes, but many of those financial enterprises in aviation, especially in this country, are wild schemes. I have heard of them and the public had better watch carefully before stepping in. In all corners of the country one can find enterprising men who are ignorant of the first principles of aviation start up a company with a beautiful dream of a practical flying machine as a basis. Needless to say when they have gathered all the money they can get, they find that these mythical aeroplanes something happens to the machine. It never hits the air actually but does in another way.

Aeroplanes Cheaper Than Motor Cars. At this juncture the optimism of smiling St. Louis-to-New York Atwood took on the attitude of rosy promise. ATWOOD—The year 1912 will doubtless bring about a great change in aviation. I think that more people will become interested in the aeroplane. They will want to take flights in them, learn to operate them and will want to own one. It is certain so long as the aeroplane is a machine used by only a few it will be expensive. The type of the machines to day is so small that the cost for production is unavoidably high. But even this will be changed in time and we will some day be able to buy an aeroplane for about the same price we have to pay now for a cheap automobile.

It is to be expected that there will be a great deal of cross-country flying during the coming year. In fact, instead of men flying alone from St. Louis to New York or from coast to coast as Rodgers did, that they will make the trips accompanied by passengers. Mail-carrying should also be established as one of the utilitarian features of the aeroplane. A flight from Washington to New York without a stop would be an interesting event. That's not a very long distance for an aeroplane, and I think that even with a slow machine it could be done in better time than the fastest trains are now making.

BROOKINGS—Speed will have no bounds in the future aeroplane. The time will soon arrive when we shall be able to fly 200 miles an hour, and that will make flying safer. By that time, however, we shall see a machine with variable surfaces so that when we desire to go fast we can contract our wing area and if we want to go slowly we shall spread out our wings. It is my belief that the next Gordon Bennett race will be won by the machine that makes between 90 and 100 miles an hour. Like automobiles and ships now have, so the aeroplanes will be equipped with devices that will regulate its direction. Chuck the automatic stabilizing device! There will be springs and contrivances arranged on the aeroplane doubtlessly that will prevent it from being thrown out of its course, but when it comes to flying the man will be at the levers in the future as well as now.

ATWOOD—I am not in favor of the automatic stabilizing device for the aeroplane, or of least of anything that has been produced so far. My belief is that the faster the machine the safer flight is.

Great Safety in Flying High. GRAHAM-WHITE (with sparkling effect to the layman)—Speed and high flying will be more indulged in next year than they have heretofore. There is great safety in flying high. I should rather have something happen to my motor when I am 5,000 feet high than when near the earth. High flying

eliminates the eddies and dangerous ground currents the air.

In time the air will be chartered in a manner similar to the manner the currents in the seas are chartered for mariners. We shall know that there is a favorable wind that blows easterly at a 5,000 foot altitude in mid-ocean or that at 10,000 feet we will find a favorable wind blowing south. In this way we shall be able to take advantage of the best air currents, the most favorable air currents, just as the mariner takes advantage of the most favorable conditions pointed out on his charts.

At the present day we have only one speed machine, which you must know is the very crudest of developments of the aeroplane. Now we must work for graduating speeds, so that we can make landing in limited areas. A telescoping of the wings will probably bring this about. But now nobody knows how much attention should be given to that feature. It is most essential to the development of the machine for commercial purposes, for the sender carrying and conveying of the mails will be the chief commercial use of the aeroplane. Especially when the machine becomes storm-proof, as it is rapidly proving itself to be.

GRAHAM-WHITE is naturally to be expected that the military and naval aeroplane aviation corps are going to make rapid progress in the development of machines of the air for purposes of war on an enemy. Although France and Germany have not been directing their attention to this modern method of waging war for more than three years, it is evident that they are grasping rather fully the immense importance of the aeroplane and the dirigible balloons for military and naval service. How dreadful war will become when the aeroplane is used in it can hardly be judged today. For night operations there could be no more powerful dangerous craft than the aeroplane. Its movements will be hidden, its altitude combined with the muffling of its motor will make its approach unheard by the enemy. It will do all but revolutionize the present methods of warfare between nations. Take the new Zeppelin dirigible that flies forty-nine miles an hour—it is the most dreaded weapon France can imagine hovering about her eastern frontier. This big ship, nearly 600 feet long, in a few hours can fly from one end to the other end of the frontier of France, hurl shells at its fortresses and make wide observations as to the movements of troops and the mobilization of garrisons.

GRAHAM-WHITE—I am so optimistic about the aeroplane in warfare that I fear my views do not agree with most people of today. In fact, I have made it a rule of late to avoid speaking about the uses of the aeroplane in warfare to avoid being laughed at. People don't realize the importance of this branch of the military service. It is enough to say that the aeroplane is used in military and naval work is unlimited.

CATHEDRAL A WAR CHEST.

St. Petersburg, as well as Moscow, has some cathedrals which are marvels of ecclesiastical architecture. St. Isaac's Cathedral, for instance, in the centre of the city cost \$2,000,000, or \$12,000,000.

Scores and scores of immense marble pillars adorn its four equal sides, while several of the beautiful green malachite columns which are worth a king's ransom. It is said that in the golden domes of St. Isaac's, and the jewels within, Russia has a "war chest" that would defend her from her enemies for many a month, if she should need the gold.—Christian Herald.

When buying a cough medicine for children bear in mind that Chamberlain's Cough Remedy is most effective for colds, croup and whooping cough, and that it contains no harmful drugs. For sale by all dealers.

An Inexpensive Vacation Trip

12 Days on Land and Sea, including Berth and Meals on Ship, \$70

Choice of rail lines from London to New York or New Orleans, thence in palatial 10,000 ton

Southern Pacific Steamships

To NEW ORLEANS or NEW YORK

Choice of rail lines home. Stop-overs at New York, New Orleans and other points. For interesting literature send to

Geo. W. Vaux, General Pass. Agt., No. 6 King St., W., Toronto, Can.

ALLAN LINE ROYAL MAIL STEAMERS WINTER SERVICES

ST. JOHN—HALIFAX—LIVERPOOL. Steamers. St. John. Halifax. Grampian. Jan. 5. Jan. 6. Hesperian. Jan. 19. Jan. 20. Grampian. Feb. 2. Feb. 3. Corsican. Feb. 16. Feb. 17. BOSTON—PORTLAND—GLASGOW. Steamers. Lake Erie. Boston. Portland. Jan. 4. Jan. 5. Ionian. Jan. 11. Jan. 12. Numidian. Feb. 1. Feb. 2. Scotian. Feb. 15. Feb. 16.

First Class, Liverpool Service, \$72.50 Second Class, Liverpool Service, \$50.00 Third Class, Liverpool Service, \$32.50. For full particulars of summer sailings and rates, apply to W. Fulton, R. B. Ruse, F. B. Clarke, E. De La Hooke, London, Ont.

GO TO BERMUDA

ROUND TRIP \$10 AND UP

Fast Twin Screw SS. "Bermudian," 16,518 tons displacement, sails from New York, 11 a.m., Jan. 8, 12, 24, 31, every Wednesday thereafter. Suites de luxe, with private bath, orchestra, Bilge keels, electric fans, wireless telegraphy. No stopovers. Fastest, newest and only steamer landing passengers at the dock in Hamilton.

WEST INDIES. New S. S. "Guiana" and other steamers fortnightly, from New York, for St. Thomas, St. Croix, St. Kitts, Antigua, Guadeloupe, Dominica, Martinique, St. Lucia, Barbados and Demerara. For full particulars apply to E. De La Hooke, W. Fulton or R. B. Ruse, New York, London, or Quebec Steamship Co., Quebec.

WHEN YOU GO ABROAD

Unsurpassed GO BY Steamers, Service, Cuisine, at Low Rates, All Classes.

For Rates and All Particulars Apply to E. DE LA HOOKE, W. FULTON, F. B. CLARKE or R. B. RUSE, Local Agents.

TRAVELLERS' GUIDE

GRAND TRUNK RAILWAY.

BARNIA TUNNEL TO SUSPENSION BRIDGE AND SUNNY. Arrive from the East—12:25 a.m., 10:50 a.m., 11:12 a.m., 11:28 a.m., 11:50 a.m., 12:00 p.m., 12:15 p.m., 12:30 p.m., 12:45 p.m., 1:00 p.m., 1:15 p.m., 1:30 p.m., 1:45 p.m., 2:00 p.m., 2:15 p.m., 2:30 p.m., 2:45 p.m., 3:00 p.m., 3:15 p.m., 3:30 p.m., 3:45 p.m., 4:00 p.m., 4:15 p.m., 4:30 p.m., 4:45 p.m., 5:00 p.m., 5:15 p.m., 5:30 p.m., 5:45 p.m., 6:00 p.m., 6:15 p.m., 6:30 p.m., 6:45 p.m., 7:00 p.m., 7:15 p.m., 7:30 p.m., 7:45 p.m., 8:00 p.m., 8:15 p.m., 8:30 p.m., 8:45 p.m., 9:00 p.m., 9:15 p.m., 9:30 p.m., 9:45 p.m., 10:00 p.m., 10:15 p.m., 10:30 p.m., 10:45 p.m., 11:00 p.m., 11:15 p.m., 11:30 p.m., 11:45 p.m., 12:00 p.m., 12:15 p.m., 12:30 p.m., 12:45 p.m., 1:00 p.m., 1:15 p.m., 1:30 p.m., 1:45 p.m., 2:00 p.m., 2:15 p.m., 2:30 p.m., 2:45 p.m., 3:00 p.m., 3:15 p.m., 3:30 p.m., 3:45 p.m., 4:00 p.m., 4:15 p.m., 4:30 p.m., 4:45 p.m., 5:00 p.m., 5:15 p.m., 5:30 p.m., 5:45 p.m., 6:00 p.m., 6:15 p.m., 6:30 p.m., 6:45 p.m., 7:00 p.m., 7:15 p.m., 7:30 p.m., 7:45 p.m., 8:00 p.m., 8:15 p.m., 8:30 p.m., 8:45 p.m., 9:00 p.m., 9:15 p.m., 9:30 p.m., 9:45 p.m., 10:00 p.m., 10:15 p.m., 10:30 p.m., 10:45 p.m., 11:00 p.m., 11:15 p.m., 11:30 p.m., 11:45 p.m., 12:00 p.m., 12:15 p.m., 12:30 p.m., 12:45 p.m., 1:00 p.m., 1:15 p.m., 1:30 p.m., 1:45 p.m., 2:00 p.m., 2:15 p.m., 2:30 p.m., 2:45 p.m., 3:00 p.m., 3:15 p.m., 3:30 p.m., 3:45 p.m., 4:00 p.m., 4:15 p.m., 4:30 p.m., 4:45 p.m., 5:00 p.m., 5:15 p.m., 5:30 p.m., 5:45 p.m., 6:00 p.m., 6:15 p.m., 6:30 p.m., 6:45 p.m., 7:00 p.m., 7:15 p.m., 7:30 p.m., 7:45 p.m., 8:00 p.m., 8:15 p.m., 8:30 p.m., 8:45 p.m., 9:00 p.m., 9:15 p.m., 9:30 p.m., 9:45 p.m., 10:00 p.m., 10:15 p.m., 10:30 p.m., 10:45 p.m., 11:00 p.m., 11:15 p.m., 11:30 p.m., 11:45 p.m., 12:00 p.m., 12:15 p.m., 12:30 p.m., 12:45 p.m., 1:00 p.m., 1:15 p.m., 1:30 p.m., 1:45 p.m., 2:00 p.m., 2:15 p.m., 2:30 p.m., 2:45 p.m., 3:00 p.m., 3:15 p.m., 3:30 p.m., 3:45 p.m., 4:00 p.m., 4:15 p.m., 4:30 p.m., 4:45 p.m., 5:00 p.m., 5:15 p.m., 5:30 p.m., 5:45 p.m., 6:00 p.m., 6:15 p.m., 6:30 p.m., 6:45 p.m., 7:00 p.m., 7:15 p.m., 7:30 p.m., 7:45 p.m., 8:00 p.m., 8:15 p.m., 8:30 p.m., 8:45 p.m., 9:00 p.m., 9:15 p.m., 9:30 p.m., 9:45 p.m., 10:00 p.m., 10:15 p.m., 10:30 p.m., 10:45 p.m., 11:00 p.m., 11:15 p.m., 11:30 p.m., 11:45 p.m., 12:00 p.m., 12:15 p.m., 12:30 p.m., 12:45 p.m., 1:00 p.m., 1:15 p.m., 1:30 p.m., 1:45 p.m., 2:00 p.m., 2:15 p.m., 2:30 p.m., 2:45 p.m., 3:00 p.m., 3:15 p.m., 3:30 p.m., 3:45 p.m., 4:00 p.m., 4:15 p.m., 4:30 p.m., 4:45 p.m., 5:00 p.m., 5:15 p.m., 5:30 p.m., 5:45 p.m., 6:00 p.m., 6:15 p.m., 6:30 p.m., 6:45 p.m., 7:00 p.m., 7:15 p.m., 7:30 p.m., 7:45 p.m., 8:00 p.m., 8:15 p.m., 8:30 p.m., 8:45 p.m., 9:00 p.m., 9:15 p.m., 9:30 p.m., 9:45 p.m., 10:00 p.m., 10:15 p.m., 10:30 p.m., 10:45 p.m., 11:00 p.m., 11:15 p.m., 11:30 p.m., 11:45 p.m., 12:00 p.m., 12:15 p.m., 12:30 p.m., 12:45 p.m., 1:00 p.m., 1:15 p.m., 1:30 p.m., 1:45 p.m., 2:00 p.m., 2:15 p.m., 2:30 p.m., 2:45 p.m., 3:00 p.m., 3:15 p.m., 3:30 p.m., 3:45 p.m., 4:00 p.m., 4:15 p.m., 4:30 p.m., 4:45 p.m., 5:00 p.m., 5:15 p.m., 5:30 p.m., 5:45 p.m., 6:00 p.m., 6:15 p.m., 6:30 p.m., 6:45 p.m., 7:00 p.m., 7:15 p.m., 7:30 p.m., 7:45 p.m., 8:00 p.m., 8:15 p.m., 8:30 p.m., 8:45 p.m., 9:00 p.m., 9:15 p.m., 9:30 p.m., 9:45 p.m., 10:00 p.m., 10:15 p.m., 10:30 p.m., 10:45 p.m., 11:00 p.m., 11:15 p.m., 11:30 p.m., 11:45 p.m., 12:00 p.m., 12:15 p.m., 12:30 p.m., 12:45 p.m., 1:00 p.m., 1:15 p.m., 1:30 p.m., 1:45 p.m., 2:00 p.m., 2:15 p.m., 2:30 p.m., 2:45 p.m., 3:00 p.m., 3:15 p.m., 3:30 p.m., 3:45 p.m., 4:00 p.m., 4:15 p.m., 4:30 p.m., 4:45 p.m., 5:00 p.m., 5:15 p.m., 5:30 p.m., 5:45 p.m., 6:00 p.m., 6:15 p.m., 6:30 p.m., 6:45 p.m., 7:00 p.m., 7:15 p.m., 7:30 p.m., 7:45 p.m., 8:00 p.m., 8:15 p.m., 8:30 p.m., 8:45 p.m., 9:00 p.m., 9:15 p.m., 9:30 p.m., 9:45 p.m., 10:00 p.m., 10:15 p.m., 10:30 p.m., 10:45 p.m., 11:00 p.m., 11:15 p.m., 11:30 p.m., 11:45 p.m., 12:00 p.m., 12:15 p.m., 12:30 p.m., 12:45 p.m., 1:00 p.m., 1:15 p.m., 1:30 p.m., 1:45 p.m., 2:00 p.m., 2:15 p.m., 2:30 p.m., 2:45 p.m., 3:00 p.m., 3:15 p.m., 3:30 p.m., 3:45 p.m., 4:00 p.m., 4:15 p.m., 4:30 p.m., 4:45 p.m., 5:00 p.m., 5:15 p.m., 5:30 p.m., 5:45 p.m., 6:00 p.m., 6:15 p.m., 6:30 p.m., 6:45 p.m., 7:00 p.m., 7:15 p.m., 7:30 p.m., 7:45 p.m., 8:00 p.m., 8:15 p.m., 8:30 p.m., 8:45 p.m., 9:00 p.m., 9:15 p.m., 9:30 p.m., 9:45 p.m., 10:00 p.m., 10:15 p.m., 10:30 p.m., 10:45 p.m., 11:00 p.m., 11:15 p.m., 11:30 p.m., 11:45 p.m., 12:00 p.m., 12:15 p.m., 12:30 p.m., 12:45 p.m., 1:00 p.m., 1:15 p.m., 1:30 p.m., 1:45 p.m., 2:00 p.m., 2:15 p.m., 2:30 p.m., 2:45 p.m., 3:00 p.m., 3:15 p.m., 3:30 p.m., 3:45 p.m., 4:00 p.m., 4:15 p.m., 4:30 p.m., 4:45 p.m., 5:00 p.m., 5:15 p.m., 5:30 p.m., 5:45 p.m., 6:00 p.m., 6:15 p.m., 6:30 p.m., 6:45 p.m., 7:00 p.m., 7:15 p.m., 7:30 p.m., 7:45 p.m., 8:00 p.m., 8:15 p.m., 8:30 p.m., 8:45 p.m., 9:00 p.m., 9:15 p.m., 9:30 p.m., 9:45 p.m., 10:00 p.m., 10:15 p.m., 10:30 p.m., 10:45 p.m., 11:00 p.m., 11:15 p.m., 11:30 p.m., 11:45 p.m., 12:00 p.m., 12:15 p.m., 12:30 p.m., 12:45 p.m., 1:00 p.m., 1:15 p.m., 1:30 p.m., 1:45 p.m., 2:00 p.m., 2:15 p.m., 2:30 p.m., 2:45 p.m., 3:00 p.m., 3:15 p.m., 3:30 p.m., 3:45 p.m., 4:00 p.m., 4:15 p.m., 4:30 p.m., 4:45 p.m., 5:00 p.m., 5:15 p.m., 5:30 p.m., 5:45 p.m., 6:00 p.m., 6:15 p.m., 6:30 p.m., 6:45 p.m., 7:00 p.m., 7:15 p.m., 7:30 p.m., 7:45 p.m., 8:00 p.m., 8:15 p.m., 8:30 p.m., 8:45 p.m., 9:00 p.m., 9:15 p.m., 9:30 p.m., 9:45 p.m., 10:00 p.m., 10:15 p.m., 10:30 p.m., 10:45 p.m., 11:00 p.m., 11: