

MANY HANNAHS NOW BIND SHOES

Do Not Await Lover's Return as
Did She of Old, But Earn
Good Wages.

Boston, Sept. 2.—Forty years ago Lucy Larcom made a Marbledhead maiden famous by her poem about "Hannah at the window, binding shoes." Hannah sat at her window at Marbledhead, looking out over the ocean, watching for the return of a lover, a sailor laddie, and bound shoes from morning till night. But the laddie was lost in the billowy deep, and never finding another to take his place in her heart, Hannah went on binding shoes.

There are a great many Hannahs in New England today, not Hannahs vainly watching for a lost sailor's return, but Hannahs who bind and bind and bind, turning out many millions of shoes annually. They are old and young, and some of them make as much in a day as Lucy Larcom's Hannah made in a week. The work now requires considerable skill, and stitchers are paid all the way from \$5 to \$24 a week, according to their experience and ability. The average stitcher earns about \$50 a year.

Machinery has brought about a great change in the stitching room. Hannah, of Marbledhead, stitched by hand. She labored diligently at a slow and laborious pace from sunrise to sunset. She sewed every seam by hand. The work was tedious. It was hard upon the eyes. It was also expensive, as the slowness with which the stitching was done added to the cost of shoes. The old-time Hannah earned from \$3 to \$4 a week.

Modern Hannahs work in stitching rooms equipped with machinery. In most Salem stitching rooms the machinery is driven by electric power. The hours of labor are a trifle more than eight each day, and the wages run from \$1 to \$3 and in rare cases, \$4 a day. Uppers of boots and shoes were never stitched better than they are today. If one inspects the stitching in a pair of shoes bound by hand, and then the stitching in a pair of shoes stitched by machinery, he will quickly see that the hand stitching may be fine, but the stitches will be irregular in spacing and alignment. The machine-made stitches will be perfectly regular, and of appearance that adds much to the value of a shoe.

When a good buyer inspects samples of shoes, he pays a great deal of attention to the stitching of the uppers. The careless buyer is apt to ignore the stitching as a small detail of the shoe. But stitching is quite as important as the leather, for the shoe will come apart if the stitching is poor, even though the leather may be good. The attention to fine detail, which experts in stitching rooms give to the sewing of uppers, may surprise the old-fashioned shoemaker. It is not uncommon for a stitching-room expert to examine needle points, and threads, and stitches, under a magnifying glass. Stitches sew on a seam 1-3/8 of an inch or narrower, and they will find fault because of the uneven stitching. He failed to keep his board clean, and has, as a consequence, varied the line of his piece by a hair's breadth.

In the average modern stitching rooms there is a great variety of different kinds of machines, and sometimes more. While a stitching-room expert can operate all of the machines, yet it is common to have an operator who is a specialist in running each machine. Stitches in Duplicate.

Machines in common use in stitching rooms will stitch chain, lock, zig-zag or other stitches, and will stitch with one thread or two threads, or with one needle or two needles. The modern stitching machine has been built. The button-hole machine will cut the button-hole and stitch around it, sewing a card into it to strengthen it. The button-sewing machine will sew on buttons and will tie the thread of each button so that if one button is pulled out the others will not come off.

There is a score of different operations that are performed in the stitching of shoe uppers. A rough idea of them may be given by describing the process of stitching the uppers of a pair of women's button boots. First a piece of buckram is stitched on to the button stay, to reinforce it. The lining of the uppers is closed by laying

the two halves together and stitching from top to bottom, making the back seam. Then a tape stay is stitched over this seam. The cloth top facing is stitched on with a machine having an attachment for folding. The button fly is next sewed to the cloth lining and stayed.

The heel seam of the quarters is next stitched and then stayed. The footings are sewed on, and then the button flies. The lining and the quarters are stitched together. Then the top is stitched. Buttonholes are made in the button fly. The box toe is stitched on, usually with double rows of stitching, to make it look stylish. The vamp is next stitched on. Then the lining, which has been open through the entire process, is closed, or its loose ends are sewed together. Then the buttons are sewed on by a machine, and the stitching of the uppers is completed.

A GRIM STORY FROM ASTRACHAN

Illustrates the Condition of Things in Russian Prisons.

London, Sept. 2.—Russian prison conditions are once more illustrated by a grim story which comes from Astrakhan.

Long-term prisoners in Russia have what they call a convict's court, which is a system or code of honor among themselves, infringements of which are punished by various forms of torture. There is also a sentence of death, which in this instance was pronounced for some offence upon a fellow prisoner.

The man's throat was cut with a piece of glass. To conceal their deed the murderers hoisted the body to the barred window, moving it as they went so as to give the impression that a man was trying to clamber through. A sentry outside saw the supposed fugitive and fired three shots into him.

Afterward it was only discovered by chance that it was not the bullets that had caused the man's death.

BIGGEST HOME RUSH FROM THE OLD LAND

Travel From Europe This Year Beats Highest Record.

New York, Sept. 2.—The autumn rush of homecomers from Europe this year has already exceeded the record for the largest previous year, 1907, by more than 1,000. On the other side it is reported that the firms who have not previously secured bookings are marooned.

Reports reaching the steamship people say that premiums of from \$25 to \$50 are being offered for tickets. Captains and passengers on the incoming steamers say that every time a ship leaves a foreign port crowds of Americans come to see it off on the chance that something may happen whereby they may get a berth at the last moment.

The Lusitania, on the way over, has 480 first-class cabin passengers, 449 second and 1,124 in the steerage. The Kaiser Wilhelm der Grosse was overloaded when she left the other side, and 741,910 staterooms for the same period in the year 1909 the records show 47,170 first, 121,757 second, and 648,915 steerage; 1908, 45,311 first, 93,176 second, 243,707 steerage. For 1907 50,670 was the total of first-class passengers for the period, and 1,090 behind the record of this year up to date.

TEMPLARS OF HONOR

Held Sixty-Fourth Annual Convention—Officers Chosen.

Toronto, Sept. 2.—The sixty-fourth annual convention of the Templars of Honor and Temperance, held this year in Toronto, closed yesterday afternoon. The event was marked by the founding of a Temple of Honor and Temperance at night in Victoria Hall, it having been discovered that several members of the order are living in and near the city. About a dozen new members were initiated into the secret work of the order, and the 1,000 behind the record of this year up to date.

Before the convention adjourned fraternal greetings were extended by Ald. J. O. McCarthy, P. M. W. McCarthy, of the Sons of Temperance, W. H. Orr, P. M. W. associate of the Sons of Temperance, and B. H. Spence, secretary of the Dominion Alliance. A resolution was adopted favoring cooperation with other temperance organizations.

At the annual elections of the order supreme council officers for the ensuing year were elected as follows: M. W. Templar, A. Y. Freeman, Fredonia, N. Y.; M. W. V. Templar, H. Skarm, Gloucester, Mass.; recorder, C. S. Woodruff, Plainfield, N. J.; treasurer, W. L. Condit, Hoboken, N. J.; chaplain, Rev. Wm. Full, Saugus, Mass.; usher, Geo. S. King, Ansonia, Conn.; guardian, P. W. Morrison, W. Defoe, Wis.

CARDINAL VANUTELLI

Noted Dignitary Officially at the Basilica in Quebec.

Quebec, Sept. 2.—Cardinal Vanutelli officiated at low mass in the Basilica at 7 o'clock this morning.

Two hours later, accompanied by Cardinal Logue, he left in an automobile for Ste. Anne de Beaupre, returning at 1 p.m., for dinner, at the archbishop's palace.

The afternoon his eminence and party will visit points of interest about the city, embarking on the Government steamer Lady Grey, en route to Montreal, at 4:30 p.m.

YOUNG ELOPERS MAKE FATHERS HELP THEM

"Nobody'll Marry Us," Telephones Myrtle From New Haven; "Come Down."

New York, Sept. 2.—"Say, neighbor," said Mr. Tilton, crossing the porch of the double house which he shares with Mr. White, at No. 1062 Stratford avenue, Bridgeport, Conn., "I see by the paper they had another of those kid marriages up in N'Haven yesterday. What is getting into these young folks, anyway? We better begin to get worried about our own youngsters, I guess."

"Eh?" laughed Mr. White, "if that boy of mine even starts anything like that I'll give him the worst thrashing he ever had in his life."

"Could you?" asked Mr. Tilton, meaningly.

"Could I?" ejaculated White, feeling the muscle of his good right arm. "Well, I guess I can still handle a nineteen-year-old boy."

"My girl's only fifteen," demurred Tilton, "and she told her mother three years ago that she was too big to be spanked any longer. By the way, mother, where is Myrtle?" he added, turning to his wife, who was talking with Mrs. White on the steps.

Myrtle and Harold Missing.

"Oh, she's upstairs," said Mrs. Tilton, "Myrtle! Myrtle!"

There was no answer.

"What did you want of her?" asked Mr. White. "Harold! He did it for you, Oh, Hal!" He stepped to the door of his own house and called inside.

"Where is the boy, anyhow?" he muttered as no response came to his summons.

"Oh, don't bother," said Mrs. Tilton, "I'll find Myrtle. But in another minute she was back on the porch. Myrtle's gone!" she cried to her husband. "She's taken her hat and coat and my satchel. Oh, hurry! Catch her, find her. Where is she?"

The answer was a dash into the White home, and another sudden return with the news that young Harold and part of his wardrobe were also missing.

They continued to be missing—both boy and girl—and the parents of each spent a night of sleepless searching. It was Saturday night and not a clew to the absentees was found until early Sunday evening, when the telephone bell rang in the Tilton house.

Telephones Her Troubles.

"It's me—Myrtle," said a frightened voice on the other end of the wire. "Say, papa, we've tried to get married everywhere and they won't let us."

"Where have you been?" gasped Papa Tilton. "Where were you last night?"

"Oh, we're all right," she answered. "We took the train to Wallingford after we ran away, and we went to all the ministers there, but the horrid things said we were too young, and they wouldn't marry us. So we went to Harold's friend's house—the 's'—and there stayed for the night. But now we're down here, and still we can't get married."

"Where?" thundered Mr. Tilton. "In New Haven, of course. Now, papa, you come right down here and make them marry us. It's just awful to have everything so wrong like this, and everybody looking at us as if we were doing something wrong."

"I'll be down," said Mr. Tilton, grimly.

He went over and got Mr. White and they proceeded together to New Haven. Wrath sat upon their brows and in their hearts, but they were too glad to find their lost ones to make any stand against the imperious demands of youthful love.

Father Leads Bridal March.

Wondering guiltily what their wives said when they got back, the two conquered fathers and their two triumphant youngsters to the home of Justice of the Peace George N. Rowe, where the knot was tied.

It was not until they reached the railroad station that Mr. White ventured to rebuke his son.

"Come on, Myrtle," said the young man firmly. "If they're going to call us down, we'll just go our own way."

"Impudence!" cried Mr. White. "Myrtle, you stay here," commanded Mr. Tilton.

But, clasping hands, the young people made a dash for it, and leaving the amazed parents to go back to Bridgeport alone.

A later telephone message cleared up the misunderstanding, however, and Mr. and Mrs. White returned home yesterday. White is a clerk in the office of a large sewing machine company. His bride had just graduated from grammar school.

BIG BLAZE IN MONTREAL

Grandstand and Stables in Lorimer Park Burned.

Montreal, Sept. 1.—Fire tonight destroyed the stables and grandstand of the Delorimer Park racing track, in the northeast outskirts of the city. The race meet closed on Saturday, and most of the horses had been shipped to Windsor. The loss is very considerable, as the stables and stand were almost new. The fire spread to adjoining property and burned two cottages.

Quebec, Sept. 1.—Fire broke out at 2:30 o'clock this afternoon in the upper story of the east wing of St. Joseph de la Deliverance, Lewis, the large prominent stone building west of the town, but fortunately at 3:30 o'clock the fire was got under control, having caused damage amounting to about \$3,000. A bad fire occurred in the same building some weeks ago, and many of the inmates had narrow escapes. There are nearly seven hundred inmates of men and women in the hospital.

JOINED TO MOTHERLAND.

London, Sept. 1.—Rodolphe Lemieux, interviewed by The Morning Post, said there was nothing in the free trade movement in Canada to interfere with British preference.

Sir Wilfrid Laurier's speech, cabled on Wednesday, represented Canadian opinion exactly. British preference was a cardinal feature of the tariff, but Canada was united to the motherland in heart and life, independent of all tariff arrangements. The American immigrants in Canada were just as proud to call themselves Canadians as anyone. The talk of annexation was utter nonsense. It was strange that this talk of annexation was heard only in England.

MINARD'S LINIMENT RELIEVES NEURALGIA.



Kills the Dandruff germ Stops Falling Hair

NEWBRO'S HERPICIDE

I am feeling fine. Do I look good? Just washed my hair and put Herpicide on it. The worst thing about washing hair is that it is fluff and unmanageable. By using Herpicide Soap for shampooing, the fluffing Newbro's Herpicide you won't have any trouble. Herpicide allows it to dry quickly and the hair is just as light and fluffy as can be. You can do it up as nice the first day as the second.

Herpicide is the finest thing for the hair I ever saw. It is not greasy, does not stain or destroy the natural oil. It is just right.

I believe Herpicide is a sanitary necessity to every woman's toilet. Besides being a most delightful dressing, it saves the hair—prevents it coming out. Loose hair in the comb is the sure sign of danger. The dandruff germ does that, kills the follicles and throws up the scurf-skin that is so horrid.

Herpicide kills this germ, keeps the scalp clean and allows the hair to grow as it should. It makes beautiful hair—hair that has that nice gloss and lustre.

You can get a large bottle of Herpicide from your druggist for a dollar. Use it as directed and if not satisfied, go back and get your money. The Company that makes Herpicide are so sure that it will do as they claim that they guarantee it.

If you have not read it, you should send for their book—"The Hair and Its Care." It is sent to anyone upon request. You can also get a nice big sample of Herpicide with the book by sending ten cents in postage stamps to The Herpicide Company, Dept. 29B, Detroit, Mich. The best barbers and hair dressers all recommend Newbro's Herpicide.

ANDERSON & NELLES CAIRNCROSS & LAWRENCE

are Special Agents for London, Ont.

"MR. BURGLAR, GLASS OF WATER, PLEASE"

"Sure," Says Thief, Then Takes the Bride's Jewels Worth \$2,000.

Chicago, Ill., Sept. 12.—Held prisoner an hour in their own room by an armed intruder while two of his companions ransacked the apartment to catch costly bridal presents, including jewelry, silverware, china and clothing valued at \$2,000 to a waiting automobile in the rear, Mr. and Mrs. Morris H. Frank, of No. 127 South Oakley Boulevard, last night, received the second year of their married life. In an adjoining room Mr. Maybrook, a cousin, also was held a prisoner and robbed of his watch.

On the entrance to the flat by pulling out a front window screen, the burglars made their way to the room of the couple. Reaching for the ring finger of the bride while she slept, an attempt was made to slip off the band of gold. The husband awakened with a start.

"Up with your hands!" came the command to the husband, who attempted to draw a revolver from beneath his pillow.

"Take what you want, but don't kill!" replied the husband, who found himself covered by three masked men.

"Lady, you must not hinder him," said the man, "we are here to produce cheaply, a development in the production of aluminum, silicon and magnesium may be expected."

SERIOUS RUNAWAY
AT TORONTO FAIR

Many Lives Were in Danger, But No One Badly Hurt.

Toronto, Ont., Sept. 2.—An alarming incident occurred at the exhibition grounds shortly after noon today when one of the R. Simpson Company's teams ran away. Many people were in the neighborhood and it seems almost a miracle that nobody was hurt or trampled upon.

One man, who made a plucky attempt to stop the team, was knocked down, but escaped unhurt.

It looked like a fatality at the hand stand for a time, for there a woman and child were trampled. The horses, however, dashed onto the stand, where they were caught by a soldier.

Mr. John T. Martin, a middle-aged man, of Windsor, here for the exhibition, fell while alighting from a King street car on the way back to his hotel last night and sustained a deep cut in the back of his head. He was carried into a drug store and thence, after being attended to, removed to St. Michael's Hospital.

PRESIDENT OF MUNICIPALITIES' UNION.

Toronto, Sept. 2.—Mayor Chisholm, of Halifax, was today elected president of the Union of Canadian Municipalities. His elevation was heartily endorsed by all the delegates. Mayor G. R. Geary, of Toronto, was elected first vice-president.

THE ATLANTIC ROYALS

Another Atlantic Record

5 Days 20 Hours

The "Royal Edward" has beaten all previous records by 4 hours 55 minutes, completing the voyage from Bristol to Quebec in

The "Royal Edward" and "Royal George" are the most luxuriously equipped and fastest steamers on the Canadian route to Europe.

Sailings from Montreal and Quebec to Bristol, fortnightly.

Apply nearest steamship agent or H. C. BOURLIER, general agent, King and Toronto streets, Toronto.

Canadian National Exhibition, Toronto

RETURN RATES FROM LONDON
\$3.40 DAILY AUGUST 30, SEPTEMBER 1, 6, 8
\$2.55 SEPTEMBER 1, 6, 8
All Tickets good for return until Sept. 13.

FARM LABORERS
\$10 TO WINNIPEG
Going Dates, Aug. 30 and Sept. 6, \$15.00 returning on or before Nov. 30. Call for particulars.

LABOR DAY
Returning tickets for single fare, going Sept. 2, 3, 4 and 5. Return limit Sept. 7.

Call for tickets and full particulars at C. P. R. Ticket Office, 161 Dundas street, corner Richmond.

tries which have to import both coal and iron at constantly enhanced prices. New scientific smelting methods. It is true, enable the utilization of poor grades of ore, but experts consider that it will be advisable to look about for artificial alloys as substitutes for iron. If these can be produced cheaply, a development in the production of aluminum, silicon and magnesium may be expected.

Canadian Pacific Ry. EMPRESSES And other Steamships

MONTREAL, QUEBEC AND LIVERPOOL

Lake Manitoba and Lake Champlain carry only one class of cabin passengers, at very moderate rates. For rates and further information apply to any railway or steamship agent, or to L. E. SICKLING, general agent for Ontario, St. E. corner King and Yonge streets, Toronto.

OCEAN STEAMSHIP TICKETS

AMERICAN LINE
N. Y.—Plymouth—Cherbourg—Shamilton
Philadelphia—Queenstown—Liverpool

ATLANTIC TRANSPORT LINE
New York—London Direct
RED STAR LINE
New York—Dover—Antwerp

WHITE STAR LINE
N. Y.—Plymouth—Cherbourg—Shamilton
Boston—Queenstown—Liverpool
New York and Boston—Mediterranean

WHITE STAR—DOMINION LINE
Montreal—Quebec—Liverpool
E. DE LA HOOKE, W. FULTON, F. B. CLARKE OR E. RUSE, AGENTS.

ALLAN LINE

Royal Mail Steamers

Three Weekly Services from Montreal.

MONTREAL TO LIVERPOOL.

Tunisian.....Fri., Aug. 12 Sept. 9
Victorian.....Sat., Aug. 13 Sept. 12
Corsican.....Fri., Aug. 20 Sept. 23
Virgilian.....Fri., Sept. 2 Sept. 23

MONTREAL TO GLASGOW.

Preterian.....Sat., Aug. 13 Sept. 10
Heperian.....Sat., Aug. 20 Sept. 17
Ionian.....Sat., Aug. 27 Sept. 24
Grampian.....Sat., Sept. 3 Oct. 1

Weekly Sailing Montreal to Havre

Reservations held now open for Christmas and New Year's sailings.

Full information on application to F. B. Clarke, W. Fulton, F. B. Ruse and E. De La Hooke, local agents, THE ALLAN LINE, 77 Yonge street, Toronto.

The black race embraces about one-tenth of the living members of the human species, or 160,000,000 individuals.

TRAVELERS' GUIDE

GRAND TRUNK RAILWAY.
SARNIA TUNNEL TO SUSPENSION
BRIDGE AND TORONTO.

Arrive from the east—3:45 a.m., 10:30 a.m., 11:12 a.m., 11:28 a.m., 6:30 p.m., 8:00 p.m., 10:10 p.m.
Arrive from the west—12:00 a.m., 12:30 a.m., 11:30 a.m., 1:10 p.m., 4:10 p.m., 6:30 p.m.

Depart for the east—12:14 a.m., 7:30 a.m., 9:00 a.m., 11:40 a.m., 2:00 p.m., 4:25 p.m., 6:55 p.m., 8:10 p.m.
Depart for the west—2:45 a.m., 7:40 a.m., 11:15 a.m., 1:40 p.m., 4:10 p.m., 6:30 p.m.

LONDON AND WINDSOR.
Arrive—10:30 a.m., 4:00 p.m., 6:50 p.m., 11:05 p.m.
Depart—6:35 a.m., 11:35 a.m., 2:05 p.m., 6:10 p.m.

STRATFORD BRANCH.
Arrive—5:25 a.m., 11:15 a.m., 1:33 p.m., 6:45 p.m., 11:25 p.m.
Depart—6:40 a.m., 10:30 a.m., 2:45 p.m., 4:55 p.m.

LONDON, HURON AND BRUCE.
Arrive—10:00 a.m., 6:10 p.m.
Depart—8:30 a.m., 4:40 p.m.

Trains marked * run daily. Those not marked daily, except Sunday.

CANADIAN PACIFIC RAILWAY.
Arrive from the east—11:25 a.m., 6:30 p.m., 7:02 p.m., 10:52 p.m.
Arrive from the west—4:30 a.m., 12:30 p.m., 5:27 p.m.

Depart for the east—11:40 a.m., 17:45 a.m., 12:45 p.m., 5:33 p.m.
Depart for the west—13:00 p.m., 11:30 a.m., 17:10 p.m., 11:00 p.m.

*Daily, except Sunday.
PERE MARQUETTE RAILWAY.
Depart—5:05, 6:02, 9:45 a.m., 1:20, 3:30, 14:45, 5:05, 7:00, 8:15 p.m.

Arrive—5:45, 6:42, 10:30 a.m., 1:40, 4:30, 6:00, 8:05, 9:45, 10:40, 11:30 p.m.
To Detroit, 1:50 from Detroit, 3:15 from Detroit, 4:30 from Detroit, 5:45 from Detroit, 6:55 from Detroit, 8:10 from Detroit, 9:25 from Detroit, 10:40 from Detroit, 11:55 from Detroit, 1:10 from Detroit, 2:25 from Detroit, 3:40 from Detroit, 4:55 from Detroit, 6:10 from Detroit, 7:25 from Detroit, 8:40 from Detroit, 9:55 from Detroit, 11:10 from Detroit, 12:25 from Detroit, 1:40 from Detroit, 2:55 from Detroit, 4:10 from Detroit, 5:25 from Detroit, 6:40 from Detroit, 7:55 from Detroit, 9:10 from Detroit, 10:25 from Detroit, 11:40 from Detroit, 12:55 from Detroit, 1:10 from Detroit, 2:25 from Detroit, 3:40 from Detroit, 4:55 from Detroit, 6:10 from Detroit, 7:25 from Detroit, 8:40 from Detroit, 9:55 from Detroit, 11:10 from Detroit, 12:25 from Detroit, 1:40 from Detroit, 2:55 from Detroit, 4:10 from Detroit, 5:25 from Detroit, 6:40 from Detroit, 7:55 from Detroit, 9:10 from Detroit, 10:25 from Detroit, 11:40 from Detroit, 12:55 from Detroit, 1:10 from Detroit, 2:25 from Detroit, 3:40 from Detroit, 4:55 from Detroit, 6:10 from Detroit, 7:25 from Detroit, 8:40 from Detroit, 9:55 from Detroit, 11:10 from Detroit, 12:25 from Detroit, 1:40 from Detroit, 2:55 from Detroit, 4:10 from Detroit, 5:25 from Detroit, 6:40 from Detroit, 7:55 from Detroit, 9:10 from Detroit, 10:25 from Detroit, 11:40 from Detroit, 12:55 from Detroit, 1:10 from Detroit, 2:25 from Detroit, 3:40 from Detroit, 4:55 from Detroit, 6:10 from Detroit, 7:25 from Detroit, 8:40 from Detroit, 9:55 from Detroit, 11:10 from Detroit, 12:25 from Detroit, 1:40 from Detroit, 2:55 from Detroit, 4:10 from Detroit, 5:25 from Detroit, 6:40 from Detroit, 7:55 from Detroit, 9:10 from Detroit, 10:25 from Detroit, 11:40 from Detroit, 12:55 from Detroit, 1:10 from Detroit, 2:25 from Detroit, 3:40 from Detroit, 4:55 from Detroit, 6:10 from Detroit, 7:25 from Detroit, 8:40 from Detroit, 9:55 from Detroit, 11:10 from Detroit, 12:25 from Detroit, 1:40 from Detroit, 2:55 from Detroit, 4:10 from Detroit, 5:25 from Detroit, 6:40 from Detroit, 7:55 from Detroit, 9:10 from Detroit, 10:25 from Detroit, 11:40 from Detroit, 12:55 from Detroit, 1:10 from Detroit, 2:25 from Detroit, 3:40 from Detroit, 4:55 from Detroit, 6:10 from Detroit, 7:25 from Detroit, 8:40 from Detroit, 9:55 from Detroit, 11:10 from Detroit, 12:25 from Detroit, 1:40 from Detroit, 2:55 from Detroit, 4:10 from Detroit, 5:25 from Detroit, 6:40 from Detroit, 7:55 from Detroit, 9:10 from Detroit, 10:25 from Detroit, 11:40 from Detroit, 12:55 from Detroit, 1:10 from Detroit, 2:25 from Detroit, 3:40 from Detroit, 4:55 from Detroit, 6:10 from