

## MODERN PLUMBING METHODS

The old way is to phone the old-time plumber, then wait until he can locate a man—then wait till he rambles along in one of Fleming's easy-going omnibuses. After he gets there he looks over the job, and, by Jingo! yes, he has forgotten some important tool, and back he goes, then back again to the work—but he has taken up a lot of time, and you WILL PAY FOR IT ALL. How different the Shannon method that sends the man and the fully-equipped car! No lost time. No extra charges. You see the point?

ANY OF OUR TEN CARS READY TO ANSWER YOUR CALL.

**SHANNON THE PLUMBER**  
Park 738-739

## LONG-RUN TRAINS STILL BEHIND TIME

Conditions Improve Generally, However, and With Fair Weather Railroads May Soon Recover.

The delay in the arrival of the 6:30 p.m. C.N.R. overland from Winnipeg, which did not arrive in Toronto until 7 o'clock this morning, was not occasioned by the wreck at Grafton. The superintendent at Roseville station last night stated that the only word received of this train was from the Lake Superior division, and up to nine o'clock last night no cause had been assigned for the delay. The wreckage near Kingston on the G.T.R. had been all cleared up by noon yesterday, and Montreal trains came in under the usual disadvantages, not being more than an hour and a half or two hours behind schedule. The C.P.R. due in from Montreal at 7:35 a.m. did not get in, however, until about one o'clock. Chicago trains made comparatively good time, but New York trains were several hours late in one or two cases. Trains arrived yesterday as follows:

From	Due	Exp'd'd.	Arr'd.
Montreal	6:30 a.m.	.....	7:30 p.m.
New York	8:30 a.m.	.....	12:30 p.m.
Chicago	8:40 a.m.	.....	9:45 a.m.
Winnipeg	8:50 a.m.	.....	10:00 a.m.
Winnipeg	9:00 a.m.	.....	10:10 a.m.
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