

RIDOUT STREET RAILWAY BRIDGE COLLAPSES

Crowded Street Car Speeds to Safety Over Sinking Rails

COOLNESS OF MOTORMAN AND STREET CAR'S SPEED PREVENTED A FATALITY

Ridout Car Crew Kept Their Car Running Rapidly Until Over Bridge and 85 Passengers Safe—South London Traffic Service Badly Crippled.

CITY WILL INSPECT ALL BRIDGES

Only the speed of Ridout car No. 102, in charge of Motorman Olin O. Hooper, saved its 85 passengers from being plunged into the Thames River at 12:11 o'clock noon today, when a portion of the Ridout street bridge collapsed under the weight of the car.

Southbound, the car was speeding along on "nine positions" (top speed) when the passengers felt the rear end of the car sinking. "It seemed to drop about two feet," one of them said. Ties cracked, and as the car passed the danger spot, the tracks buckled. A hanging support holding the east end of one of the cross supports under the ties had snapped.

Within a few minutes South London street railway traffic was paralyzed. Knowing that Normal cars were heading for the break in the rails, Motorman Hooper and Conductor Roy James waited in the vicinity until cars of the other South London line and Ridout cars following them arrived and gave them warning of the collapse. Then they proceeded on their way, arriving at the car barns only ten minutes or so behind their schedule.

Felt Car Sinking.

"We would have gone into the river if we had not been traveling at top speed," Conductor James told The Advertiser. "There were 85 passengers on the car at the time. If we had carried a larger load we would not have reached the south side, I believe."

"We were half way across the second span when I felt the car sinking. It seemed as though the rear truck had fallen away from the car. Then it felt as if the broken portion of the bridge had risen again. When we took note of the danger, we hung around for awhile to find out other cars scheduled to cross the bridge within a few minutes."

"I believe if we had not been traveling fast we would have gone through into the water."

Heavy Car.

Ridout car No. 102 is one of the big heavy double-deck trucks, and is one of the heaviest, excepting the Springfield cars, in the service. It was carrying a distance of twelve feet the ties are cracked and splintered and the rails buckled and twisted. Several of the ties are almost severed. The cross supports under the broken section of the bridge are hanging loose. Apparently the whole weight of this section of the bridge was supported by two hanging supports attached to upright girders. On each side of the track is one hanging support at this point. The east one snapped off from the girder. The hanging supports themselves are about four inches wide, two inches thick and about two and one-half feet in length.

According to the man in charge of the car which made the perilous trip, the passengers were not greatly affected by their experience, for it happened in the fraction of a second. The car had passed the danger spot before the passengers really realized what had happened.

The Motorman's Story.

Clin O. Hooper, motorman on car No. 102, which crossed the Ridout street bridge just before it collapsed, said "fortunately the car was going at fair speed when I felt the rear end settle. If we had not been going as fast we would have chances are that the car and the 85 passengers on board would have crashed through into the river. I had often said, 'If I could get across this bridge safely, while the structure fell just after, but I didn't expect to have a similar experience on a street railway car.'"

Questioned further he said "I knew something was wrong when the rear truck dropped and the car seemed to lurch to one side, and thank Heaven I had sense enough to keep her going till we got both trucks of the car off the bridge, for, as a rule as soon as we notice anything out of the ordinary, the first idea is to stop the car."

Speed Alone Saved Them.

"But for the speed at which we were going we would have been in the drink as sure as anything," said Roy James, conductor of 102, to The Advertiser, speaking of his experience in crossing the Ridout street bridge this morning. "When we were about half way across," he said, "at least about the centre span, I felt the back end of the car sag all at once. I guessed about two or three feet. I guess we all thought we were gone. Then she seemed to spring back, and we went charging along to the other side. Hooper saved the day all right."

Car aisles Crowded.

C. E. Speiran of 49 Elmwood avenue, was standing at the front of the car near the curtain rail when the bridge gave way. He described the experience to The Advertiser. "I can hardly say what I thought or how I felt when the rails began to drop. It all happened so quickly," he said.

"The car was traveling at a fair speed, when all at once it seemed to jump into the air. As if it were climbing some obstruction and then dropped with a thump. I can feel that sensation yet."

"Nearly everybody in the car who was seated," he said, "jumped to their feet, but they would not move, because aisles were crowded with people standing. At any rate, the car had reached solid ground, and had come to a standstill before anyone could become panic-stricken."

Mr. Speiran is almost convinced that fate is conspiring against him, for in the past few months he has been in three train wrecks, two of which were experienced while en route to Chicago.

Thrown Across Car. Dorothy Laughton, Briscoe street, returning home for lunch on the Ridout car No. 102, did not realize until the car was over the bridge, how close its passengers had been to injury.

"The car was going at a fast rate," Miss Laughton said, "when it struck the impaired part of the track. I thought it was going into the river, and I was sure all of us were frightened. I was standing at the time and was thrown from one side of the car to the other. The motorman went right across the bridge and stopped on the south side."

"Everyone was silent when the car hit the centre of the track, and it was not until after that I realized how frightened I was."

Manager King Inspects.

Manager C. B. King, was on a tour of inspection when the accident was reported. He immediately drove to the scene.

"The London street railway will have to repair the damage," he said. "The part of the bridge where our cars go over below the tracks is the main span. Normal and Ridout will have to run around Wortley road, down Ridout and then back again. It is estimated that it will take a week or more before the bridge is repaired."

Colon Duffield, president of the London Gas Company, was phoned as soon as the accident occurred. He was told the bridge had completely collapsed, and rushed down to the scene to look at the gas pipe running under the bridge, which he presumed had broken. The pipe was in good order, however.

Foreman examined the bridge at 1 o'clock this afternoon, and a gang of men have been transferred to the scene of the accident. Repair work has not been started yet, but officials state the first thing to be done will be to tear up all the track on the bridge and then plans will be made to raise the structure.

Regular Service Tonight.

Until the cars are able to resume their usual runs the following arrangement has been made by the street car company: The Normal cars will follow their usual run, going south, but they will come back along Central, and resume their usual run along Richmond.

The Ridout street cars will run on their usual run as far as the switch on Elmwood and Ridout, where they will cross over to Normal route and continue to travel on that line. The regular service is expected to be resumed in four or five hours.

City Bridge All Right.

"Don't let the people get alarmed with the impression that it is the city bridge at Ridout street. That structure is all right," cautioned Mayor Wenig this afternoon. "It was the railway trestle where the trouble was encountered. That is a trestle, not a bridge."

His worship finds occasion to refer back to the Bunnell report of last fall. "There was no provision in that \$2,600,000 plan," he recalled. "I do not remember any provision for re-building them, and I understand that they proposed to place heavy cars in operation."

The city has, of course, no direct jurisdiction in connection with the street railway bridge, according to City Engineer W. P. Near.

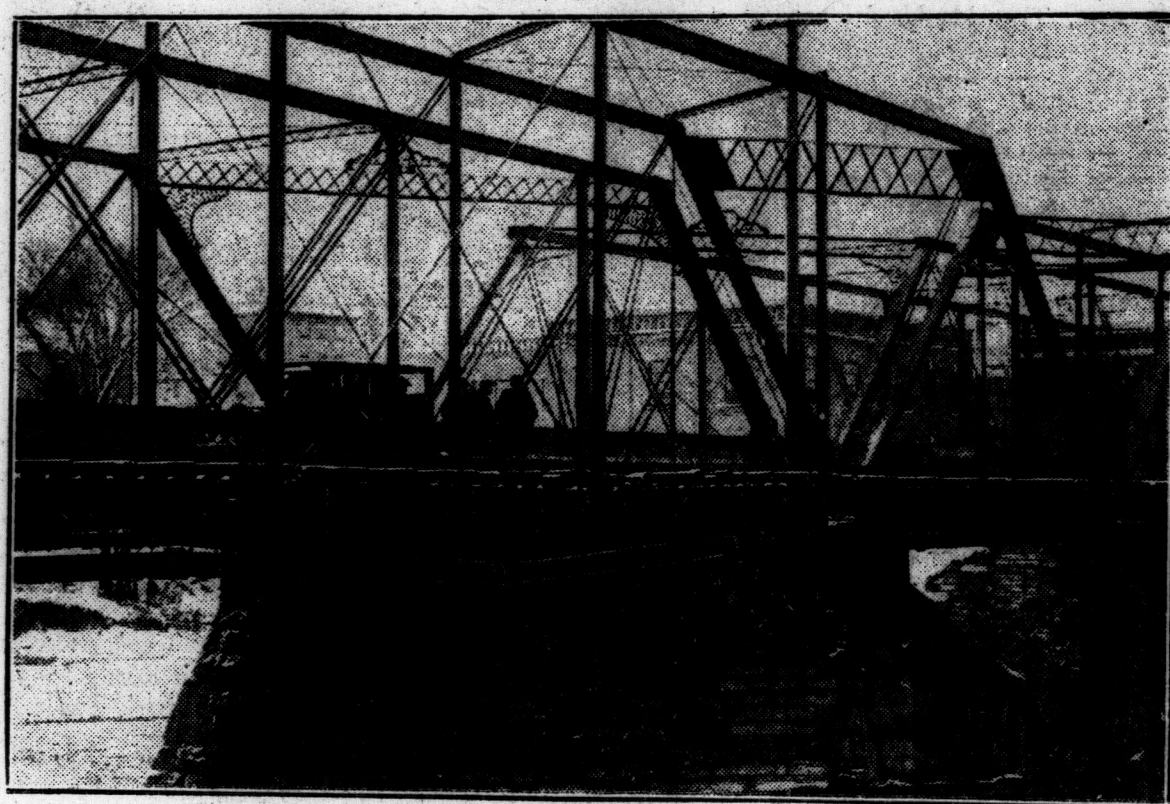
There was certain discussion early last year relative to the Ridout street passenger bridge, and the maximum capacity was placed at four tons after an expert inspection.

Ald. P. J. Watt, a resident of South London and member of the board of works, states that it has always been his contention that the street cars are operated too rapidly over the Ridout bridge. "It may be that the jar has knocked a portion of it loose," he said. "I have always maintained that they go too fast. Why, they would throw you out of your seats."

Will Inspect All.

As chairman of the board of works, Ald. Leonard Douglas, will move at this City Council session that body should require a session of that body to inspect all city bridges, including street railway structures, and submit an early report to the council. "We have this much to do with the London Street Railway bridges that we can stop the operation of their cars upon these bridges if they are judged unsafe. We must have the engineer's opinion in any event."

"It is a awful. We must have better conditions than these for a traveling public. I wouldn't blame the people at all if they declined to until we have over any of the bridges."



WHERE TODAY'S ACCIDENT OCCURRED.

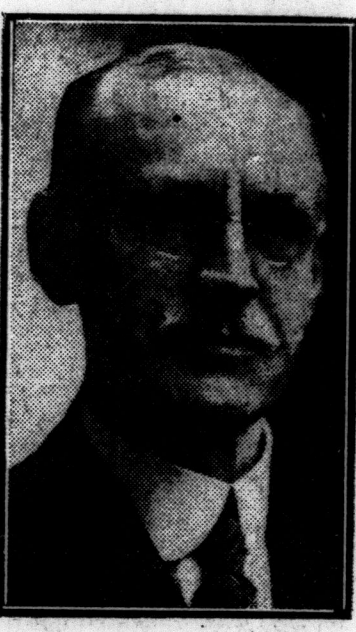
The Advertiser photographer visited the Ridout street railway bridge a few minutes after the collapse. The sunken condition of the rails is plainly visible in this picture. Only the speed of Ridout car No. 102, which crossed the bridge as the rails went down, saved its 85 passengers from possibly a tragic plunge into the Thames below.

"C-A-T" spells "CAT"

Anyone Knows That—But How About the Tricky Words That Puzzle—Can You Spell Them Too?

Who Are the Best Spellers? Here's a Plan to Pick Them!

With Approval of School Authorities the Advertiser Plans An Open Spelling Match For London's Boys and Girls—Over \$1,000 In Awards—160 Prizes—700 Certificates—Begins Next Week.



A. N. UDY.

Chairman of the board of education, who joins with the chairman of the public school committees, the public school inspectors, and the principals, in warmly endorsing the Advertiser's spelling contest plan in the city schools.

TAKEN IN CONNECTION WITH OJIBWAY MURDER

Canadian Press Despatch. Windsor, April 10.—John Kolton, a Russian, was arrested by provincial police Monday night on a nominal charge of vagrancy, in connection with the murder Sunday of Peter Starchuk, who was found in a boardinghouse at Ojibway with his head battered by an axe.

Kolton, police allege, was a partner with Starchuk in several deals of selling "figuro" to "other" foreigners, and the two often quarreled during drinking bouts. Kolton is the third man to be taken into custody. Provincial police today went to Ojibway, where they will continue their investigations into the fatality.

500 FOR ONTARIO FARMS.

Special to The Advertiser. Toronto, April 10.—About 400 married and 100 single men from the Hebrides leave Glasgow on April 21 by the Metagama for Ontario farms. They are coming to Toronto, but their final destinations have not yet been decided upon.

Do you remember the old spelling match? How the teacher used to line you all against opposite walls and fling tricky words at you until only one was left? And that one was usually a little girl with pigtails? Well, here's the same thing. The only difference is that it's on a bigger scale. Instead of one class, it is open to every Grade 5, Grade 6, Grade 7 and Grade 8 in London.

A spelling match with 3,500 boys and girls taking part—and the winners will be real champions—the best spellers in all London's schools.

Believing that spelling is one of the fundamentals of education, and that the growth of English as the universal language must depend primarily on proper use by those who are born to speak it, The Advertiser last month offered this plan of a city-wide spelling match to the board of education, the public school inspectors and the principals and teachers of the public schools.

The proposal met with approval on all sides and The Advertiser's plan has been accordingly accepted.

The Advertiser makes this announcement to London's school children and their parents and friends with the authority and encouragement of the chairman of the board of education and all school officials.

The Advertiser believes it is an enterprise of value to the city and offers, therefore, over one thousand dollars in awards.

There will be 160 prizes, and over 700 certificates of merit.

There will be 4 first prizes, 36 second prizes, and 120 third prizes.

FOUR GROUPS COMPETE.

Briefly, the plan is this: The city schools are divided into four groups: Southeast, southwest, northeast and northwest.

There are four stages to the contest.

First, each school declares a contest in grade 5, grade 6, grade 7 and grade 8, and the school's best spellers in each of these grades are picked. The number picked will be one-fifth of the total attendance, and all these clever people will receive a certificate of merit. This will be completed by Friday, April 20th.

In the second round, all these winners come together in the four groups. Each group then chooses its ten best spellers in each grade. For example, the three or four schools in the southeast group will enter their winners, and from them all will be chosen the group's ten best in grade 5, the ten best in grade 6, the ten best in grade 7, and the ten best in grade 8. All these winners will be eligible for third prizes.

The next step is similar. The teams from the four groups meet, and there are then chosen the city's ten best spellers in grade 5, in grade 6, in grade 7 and in grade 8.

The final will be a big affair in a large public hall. The ten champions of each grade will spell each other down until just one is left in each grade—the champion spellers of the whole city—real champions!

Detailed arrangements will be announced later.

Watch The Advertiser tomorrow for the group to which your school belongs, and in a day or so you'll hear all about the prizes—gold watches and everything.

And you'll better get that spelling book tonight and start training, because it's going to be a real battle. If you expect to win, you'll have to know how to spell because there are some pretty clever girls and boys in London's schools.

Watch The Advertiser For Further Announcements

BOMB OUTRAGES IN CHICAGO LEAD TO MAN'S DEATH

Police Believe the Explosions Were Work of "Black Hand" Terrorists.

BRIDE COLLAPSES

"I Know It," Was Her Greeting to Those Who Brought News of Her Husband's Death.

Special to The Advertiser. Chicago, April 10.—Stanley King, bridegroom of a few months, was killed in one of a series of three bomb explosions, which damaged or wrecked many buildings and rocked surrounding buildings here, last midnight and early today.

Although the explosions were declared to have been set by opponents of the Ku Klux Klan, police, after a preliminary investigation, announced belief that they were the work of "black hand" terrorists. Italians owned or were occupants of all the places bombed.

At Flournoy street and Francisco avenue, where King was killed, a bomb was hurled from a passing automobile, falling short of an apartment building and hitting the curb. A hole was torn in the street. King, returning from the Haymarket Theatre, where he was employed, was decapitated as he was about to enter his home. As police arrived, Mrs. King, the victim's bride, ran to the street crying: "I know it!"

She collapsed and became unconscious. Police were unable to question her to find out what she was talking about. A few minutes afterwards another bomb damaged a building on North Keystone avenue, and three hours later a third wrecked a market owned by Vito Buccalo on West Division street.

Manano Zongora, owner of the apartment in front of which King was killed, told the police he had no enemies. John Tolosa, owner of the residence on North Keystone, was said by police to have admitted he had been persecuted by "black hands." The bomb that partially wrecked Buccalo's shop was the third explosion there in a few months, Buccalo and police attributed the explosion to black hands.

CAPTURE IRISH CHIEF AT NEWCASTLE TODAY

Liam Lynch Falls Into Hands of the Free State Forces.

Associated Press Despatch. Dublin, April 10.—Liam Lynch, the chief of staff of the Irish irregulars, has been captured, it was officially announced this afternoon. Lynch was captured by the Free State forces this morning at Knocknashena, near Newcastle, after an engagement in which he was seriously wounded.

HUGO STINNES AND WIFE ARRESTED BY FRENCH

Special Cable to The Advertiser. London, April 10.—Hugo Stinnes, Germany's greatest industrialist, and his wife were arrested today by French troops at Schornhorst, according to a Central News despatch from Berlin.

The French took the Stinnes from a train on which they were declared to be traveling to the Ruhr.

Fifty Hours Non-Stop Dance Gives Palm to Texas Girl

Challenges All Persons Who Think They Can Beat Record To Contest on May 5.

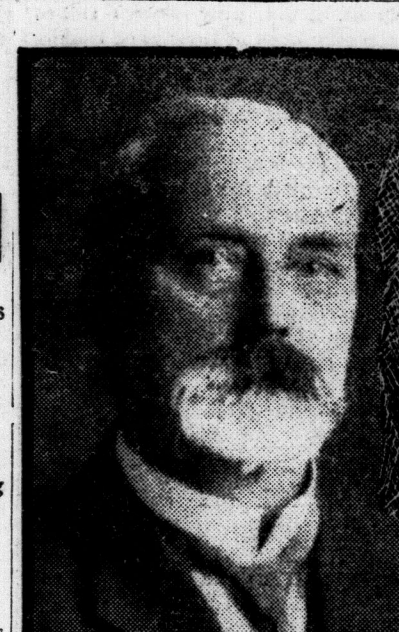
Special to The Advertiser.

New York, April 10.—Dancing to a world's record, Miss Alma Cummings last night ascribed her great success on the waxed floor to a vegetarian diet, and to early rising, chasing cows on a Texas ranch.

She revealed this, as she reeled off the final ten minutes of her 50-hour whirl, which made her the undisputed long-distance dancer of the world. It was just about time for her to swing into the home stretch when the nimble journalist plunged into the middle of the jazz and floating up beside her informed Miss Cummings, that she was about to be interviewed.

"To what do you credit your phenomenal endurance?" he asked. There was a tense moment during which a difficult curve in a corner of the dance floor was successfully negotiated, and the orchestra—speeding up—switched from a "Blues" to a "Carry Me Back" motif.

"Well, vegetables for one thing," replied the champion. "I'm a vegetarian. Then again chasing cows. I worked on a ranch in Texas, where the cows had plenty of room, and I used to chase them miles every day."



FORMER ASSESSMENT HEAD ILL.

Stephen Grant, former assessment commissioner, whose condition is reported to be somewhat improved over yesterday.

BALDWIN PLANS TO TAX BETTING IN NEW BUDGET

Revenue Will Be Derived From Persons Engaged in Betting as a Business.

Associated Press Despatch. London, April 10.—Stanley Baldwin, chancellor of the exchequer, has proposed taxation on betting as an integral means of raising revenue under the forthcoming budget, according to the Post's political correspondent. This levy, the possibility of which has long been discussed here, is subject to approval of the cabinet.

During the time that the proposal has been aired in the press it has become apparent that such a task will meet with strong opposition in some quarters, but advocates of the measure contend that a large revenue could be raised at a comparatively small cost. Estimates of the sum obtainable, differ widely, some persons putting it at £10,000,000, while others place the total at £20,000,000.

The impossibility of taxing private betting is assumed, therefore, it is likely that if the scheme is adopted it will be confined to persons engaged in betting as a business. This, it is suggested, would involve legalization of betting, and the registration of bookmakers, which would probably arouse antagonism in religious circles. Many sporting men are opposed to the plan, although the bookmakers are said to welcome it.

Most of the Conservative members of the House of Commons, says the Post, as well as many Liberals, would favor the proposal. The Laborites are represented as being divided, some taking the view that it would be a plan upon the industrial class. Mr. Baldwin's proposition, and the parliamentary situation involved will be discussed by the cabinet today, according to the newspaper's information.

RUSSIAN GOVERNMENT SEIZES SYNAGOGUES

Associated Press Despatch. Moscow, April 10.—The Russian government has confiscated the synagogues at Charkov, Homel, Bobruisk and Minsk, and transformed them into working men's clubs.

A committee has been formed with the duty of eventually making every Jewish house of worship a club-house.

DECLARES WOMEN SHOULD HELP MEN IN CITY'S AFFAIRS

Mrs. R. G. McWilliams Arrives in City To Address the Women's Canadian Club.

CHAMPION OF YOUTH

States Present-Day Girls Have Fine Conception of Responsibility.

Taking a picture of Mrs. R. F. McWilliams of Winnipeg, president of the Federation of University Women's Clubs of Canada, when she arrived in the city from Brantford on the C. N. R. this forenoon, was like a section from a movie reel. Every time the photographer got ready to shoot, some friend of the distinguished and charming Canadian woman, living in the city or passing through, recognized her, and in eagerness to talk to her, planted him or herself directly in the way of the camera. The first little ovation of the day, all Mrs. McWilliams' own, was staged on the old Grand Trunk platform.

"Do I think there are too many women's organizations at the present time?" Mrs. McWilliams repeated a question when she had time to draw her breath, look natural after the ordeal by kodak, and lend an ear to an importunate reporter.

Not Too Many.

"Decidedly not," she said, "provided the same groups of women are not in them all. There are enough organizations to go round, and enough women to round to make possible organizations, which are really schools of training for all in business-like methods. The difficulty is that the same women allow themselves to be pressed into service and, into office in too many organizations, and so dissipate their time and energy."

"I'm an old-fashioned person and believe that the home is the heart of women's interests, but so much of the home has been taken away that women must follow outside. If they are to keep up with their homes and keep the home hearth properly."

"The home is very much changed in this respect, that, with modern equipment there isn't enough to fully occupy the attention of a healthy woman with a small family in her own home."

Stayed In Home.

"Formerly the homemaker swept with a broom, dusted with a duster, made her own laundry, and did all work all done at home. It is just as important that she should know the bread is being properly made outside her home as when she made it in her own kitchen. This illustration has general application."

"In essential things where personal relationships are concerned, the homes of Canada are what they always were."

Mrs. McWilliams is an enthusiastic champion of the girl of today. She said: "She's a mighty fine, level-headed, wholesome, clear thinking, capable young person. She's fine, steady, courageous, and she has a splendid conception of responsibility and service. I admire with my whole heart the growing-up girls. Why a young girl, daughter of my hostess at Brantford, a youngster not more than sixteen or seventeen, said to me at breakfast today: 'What type of school is run on honor, not on prison rules. That's the kind of school that makes fine characters.'"

"I asked her what she meant. Prison rules. She said, 'the kind of school that was like a prison house.' Her school was one where the girls were expected to be honorable, and she was proud of it. I met scores of just such young girls."

Get Splendid Training.

"The girls and boys going through the schools today, say the ones that Turn to Page 2, Column 7."

THE WEATHER

Light to moderate winds; fair today and on Wednesday, with a little higher temperature.

Pressure is above the normal over the greater portion of the continent, and highest in the St. Lawrence Valley and the New England States.

Fair weather prevails over the Dominion, with temperatures as a rule below the average.

The highest and lowest temperatures during the 24 hours previous to 8 a.m. today were:

Stations	High	Low	Weather
Victoria	60	42	Fair
Calgary	58	40	Clear
Winnipeg	55	35	Clear
Ottawa	55	35	Clear
Port Arthur	55	35	Clear
Sault Ste. Marie	50	30	Fair
Toronto	57	34	Clear
Kingston	55	32	Fair
Ottawa	55	32	Clear
Montreal	55	30	Clear
Quebec	55	28	Cloudy
Atlantic Point	55	25	Clear
St. John's	55	24	Clear
Halifax	48	23	Cloudy

Minus — means below zero.

LOCAL TEMPERATURES.

The highest and lowest temperatures recorded in London during the 24 hours previous to 8 o'clock last night were: Highest, 38; lowest, 19. The official temperatures for the 12 hours previous to 8 a.m. today were: Highest, 33; lowest, 24.

Barometric Readings. Monday—8 a.m., 29.36. Today—8 a.m., 29.34.