

## RAILWAY BRIDGE IN BAD REPAIR

Unsafe for Cars to Pass Over  
It at High Speed.

WILL BE IMPROVED AT ONCE

Provincial Railway Board Issues Order  
Regarding Wellington Street  
Structure.

The provincial railway and municipal board, composed of Mr. James Leitch, K. C., Mr. A. B. Ingram, and Mr. H. N. Kittson, came to London yesterday, at the request of the city council, to inquire into the general condition of the street railway system.

The board, however, did not get very far with its investigation. Only one witness was called—Mr. Moyes, an expert of Toronto—who had come to London at the instance of Mayor Judd, to make a thorough inspection of the street railway tracks and equipment, in order that the commission might get at the exact state of affairs. Mr. Moyes was only partly through his evidence, when an unexpected adjournment was made. His statements concerning the street railway bridge, which spans the river on Wellington street south, were the cause of it. They were in effect that the structure is not absolutely safe for traffic, nearly 45 per cent of the ties being in a rotten state.

When the board heard the condition of the bridge explained they had a conference with City Solicitor Meredith and Mr. C. H. Ivey, who appeared on behalf of the railway company, the outcome being that the commissioners decided to send an expert to London to examine and report on the condition of the bridge. The board also paid a visit to Wellington street bridge, returning at 3 o'clock in the evening, when an order was issued allowing the company to continue using the bridge, but only on condition that when cars are crossing it they shall do so at a greatly reduced speed.

It is hardly likely that the board will reassemble in London to hear further evidence.

Track Bad in Several Places.

When Mr. Moyes was called to the stand in the afternoon, he told the commissioners that he had had nineteen years' experience in the construction of electric railways. He first told of the condition of the line in the north end of the city. At the corner of St. James and Richmond streets, where there is considerable special work, the west "Y" was depressed five-sixteenths of an inch, causing cars to make a good deal of noise in passing over it. The east "Y" was also badly worn, while east of Richmond, on St. James street, the alignment of the track was bad. On Wellington street, near Grosvenor, a broken rail was found, only one and a eighth inches of the surface of the rail remaining, whereas it should be two inches. At Regent and Richmond streets the alignment of the tracks was found to be imperfect, causing a rocking of the cars.

At the corner of Oxford and Richmond streets, where there is a switch, Mr. Moyes found the special work very much worn, the result being that cars made a great noise in passing it. At one point on Oxford street east, the gauge of the tracks was found to be three-quarters of an inch too wide, and at the corner of Colborne street another broken rail was discovered. The special work at Oxford and Adelaide streets was in fair condition. The Central avenue portion of the belt line was found to have imperfect elevation.

A Dangerous Curve.

Mr. Moyes next told the commissioners that at the curve on Richmond street, near Fullerton, the condition of the tracks was such as to be liable to throw a car off at any time. The intersection at Dundas and Richmond streets was very bad, the condition of the tracks being such as to be liable to throw a car off at any time. The intersection at Dundas and Richmond streets was very bad, the condition of the tracks being such as to be liable to throw a car off at any time. The intersection at Dundas and Richmond streets was very bad, the condition of the tracks being such as to be liable to throw a car off at any time.

## JOHN BEAL SPEAKS

Tells How He Was Cured of a Painful  
Trouble.

Many people in this city seem to have found Dr. Leonard's Anti-Pill the most wonderful medicine ever introduced here. Mr. Beal's story is very convincing.

"Being troubled very badly with constipation and indigestion for some time I began using Dr. Leonard's Anti-Pill about three months ago.

"My stomach became fearfully upset; the food I ate disagreed with me, causing flatulence, headache, and very often the peculiar sensation of having swallowed something heavy. My face would break out over so often with a sort of rash or pimples, and I had great trouble getting my bowels to move naturally. In case I neglected taking medicine to move the bowels every day, my stomach and head would feel very much worse. I was encouraged to try Dr. Leonard's Anti-Pill through reading how someone has been cured of a case similar to my own. So I first got a trial box and was benefited so much that I sent to the drug store for two large boxes. Before I had used half of one box my stomach and head did not trouble me nearly so much. The pimples or rash disappeared suddenly and what I ate digested all right, and I seemed to enjoy my meals more than ever. My bowels move naturally each day and I believe Anti-Pill has cured me of an obstinate case of constipation and indigestion."

(Signed) JOHN BEAL,  
655 Dufferin Avenue,  
London, Ont.

The Wilson-Fyfe Co., Limited, Niagara Falls, Ont.

28 inches. An adjoining rail was also broken.

"What effect has this?" asked Mr. Meredith. "Is there an element of danger?"

"Yes, there is, according to the speed at which the cars cross the broken rail," answered Mr. Moyes.

Wellington Street Bridge.

Mr. Moyes said the tracks on Wellington street, between Horton street and the bridge, over the river, were generally depressed. He next told of the condition of the bridge. The structure, he declared, was not in good shape. The deck of the bridge—that portion which is responsible for the support of the ties—was not satisfactory. The majority of the ties were either rotting or had rotted away. The ends of some had completely rotted away. Of the 184 ties in the structure, Mr. Moyes found 83 absolutely unfit for use. The timbers strapped along the outside of the rails were also rotten.

"How about the danger there?" asked Mr. Meredith.

"Do you think the bridge reasonably safe?" asked Mr. Leitch.

"No, I do not," answered Mr. Moyes. Mr. Meredith told the commissioners that owing to the state of the bridge it had been arranged that cars should not cross it at more than three miles an hour.

"And if the railway admits the bridge is in that state, it is a wonder it would not discontinue running cars over it," remarked Mr. Ingram.

"But we do not admit the bridge is as bad as that," said Mr. Ivey. "but if the commission sees fit to make any restrictions in the use of it we would like to know it."

Mr. Leitch again asked Mr. Moyes if it would be safe to use the bridge at a low rate of speed, and in reply Mr. Moyes said that the 83 ties he spoke of were visibly rotten. He had not made any borings in the other ties, but if they were comparatively as bad as the 83, he would say that it is not safe to use the bridge.

Mr. Meredith expressed the opinion that the only way to get anything out of the investigation to benefit the public is to have the engineer of the commission come to London and examine the system, and make a report direct to the board.

The board then adjourned, to inspect the bridge, in company with Mr. Moyes.

The Board's Ruling.

In the evening, when the commission resumed, the chairman stated that the board had visited the bridge, and had made tests by boring in several of the ties which were not visibly rotten. After consultation they had concluded to make an order permitting the company to use the bridge, the cars to cross it at a speed not exceeding four miles an hour, slapping their speed when they come within 50 feet of the structure, and especially at the south end, where there is a curve and an open space to the river. This impressed the board as being a dangerous spot, where the employees of the company should be careful.

The board ordered the company to repair the bridge at once, by taking out the rotten wooden ties, and replacing them with sound timbers, and also jacking up the stringers. The use of planks about four feet long and two or three inches thick, would give a perfectly good bearing. These repairs would not cost more than \$50 or \$60, and they would make the bridge reasonably safe for some time.

The board recommended further that the entire deck of the bridge be overhauled. The construction of the bridge appeared to the commissioners to be pretty cheap, and if the company save its way to replace the present stringers with steel, it would make a good permanent structure.

The board further suggested that when the permanent repairs to the bridge are made, two metal guard-rails be placed in the center of the track to prevent a car going over the edge of the bridge in the event of it becoming derailed.

Mr. Ivey assured the commissioners that the repairs to the bridge would be undertaken without any delay whatever.

As for the visit of the engineer to London to report for the commission on the state of the road, Mr. Leitch said it would not likely be made until after the 15th of this month, as the engineer desired to attend the convention at Columbus, where he would see the very latest improved fenders, and would then be in a position to advise the board as to the very best fender to have installed on the street railway. If it was found that those in use were unsatisfactory.

Mayor Would Close Bridge.

The condition of the bridge was first brought to the attention of Mayor Judd by Mr. Moyes at noon yesterday, and his worship immediately got busy with his pen and ink, and wrote the following letter to Manager King, of the street railway:

"I have just been informed by Mr. Moyes, who was brought here by the city for the purpose of examining the fenders, plant, roadbed, overhead equipment and the general condition of your railway in this city, for the purpose of giving evidence before the railway commission, that the condition of the Wellington street bridge, over which your cars run, is imminently dangerous to the lives of the citizens who use the Wellington street cars, and so much so that it is impressed upon me that it is a duty to me to prevent the operation of the cars over the said bridge, pending the report and action of the railway commission.

"I therefore must ask you to immediately cease operating cars over this bridge until it is put in such condition as not to endanger the lives of the citizens, and if you will not cease to operate the cars over the bridge, I beg to notify you that I shall take such means to prevent the said operation as I may advise."

The letter was immediately delivered to Mr. King, and it brought him to the city hall in a hurry. He had a conference with the mayor, and the result was that the latter consented to the bridge being used only on the condition that the company should place a man on duty at the approaches, and have cars come to a full stop before going on the structure, and only to cross the bridge at the rate of three miles an hour.

St. Louis is favored by a place in the Paris salon through the efforts of Gustav Wolff, known in St. Louis as a sign painter and bill poster, but in Paris recognized as an able painter of landscapes, whose genius has been rewarded by the admission of two of his landscapes in the present Paris salon.

## ANGLICANS WILL CONSULT OTHERS

To Confer With the Presbyterians and Methodists

IN REGARD TO INDIAN SCHOOLS

The Mission Board Regrets Primate's  
Death—Apportionments  
Adopted.

The general mission board of the Anglican Church in Canada concluded its semi-annual session at Croydon Hall last evening, adjourning to meet in Hamilton in April next.

During the lunch hour at noon, addresses were made by three missionaries on furlough, being really an occasion to them of greeting and reception.

Rev. J. MacQueen Baldwin, who has represented the church for fourteen years in Japan, spoke of cheering indications within two years, but still Christianity had to be impressed on hearts there by individual work. Conversion en masse could not be expected of so philosophic a people.

Rev. Mr. Whittaker, just returned from Hershel Island, in the shadow of the North Pole, could not report actual conversions there, but through his services, for five years, day schools for the young, and night schools for the grown-up there was a better order of life and conduct among the Eskimoes.

Fort Macpherson, among the Indians, the work had reached fruition, till they now were givers to the church, \$80 last year, \$109 this year—very good for roaming tribes living from hand to mouth.

Rev. E. T. Peck, of Cumberland Sound (where mails penetrate once a year, and whose population is so great that not a fourth of his time could he spend with his wife), is the hero of the church made of forty seal skins, as the only building at his station was a shack of two small rooms. But a hungry pack of dogs raided his church, tore it to pieces and ate most of its contents out of such destitution that he had to live in six years signs of sincere Christianity, including twenty baptisms.

The archbishop led in a vote of thanks to the churchwomen of London.

Regret at Primate's Death.

At the afternoon session a committee, headed by the Archbishop of Rupert's Land, presented a resolution expressing in a touching way the loss to the church through the death of Archbishop Bond, with an affectionate expression of regard for his personality. The Bishops of Toronto, Quebec, Ontario and London, the Deans of Quebec and Montreal, and Mr. R. Campbell were appointed a delegation from the board and church at large to the funeral.

The debate upon the apportionment report was upon the policy, whether the subdivision into fourteen dioceses in the great west and north had been wise in the abstract—whether the money of some of the Episcopal endowments was not more needed in the rapidly-growing dioceses of the railway provinces. Several of the bishops felt embarrassed because enough money was not being voted for actual obligations, not to speak of needs, but on motion of some of the Bishops, the report was adopted in its entirety, with an acknowledgment of most earnest work by the committee, with a desire for the best administration. Hereafter Sunday school offerings for Indian schools will not be credited on the appropriation of the Episcopal endowment will hereafter give for direct missionary work, which may be spiritual Indian work.

Will Confer with Other Bodies.

The special Indian school committee was reappointed and instructed to formulate a policy, confer with the Presbyterians and Methodists, interview the Governor, and report to the board. The foreign mission report recommended a change of policy. The two provinces of Japan committed exclusively to the Canadian church were being spread in single stations in a number of distant lands. The practice, by bylaws, was to send the missionaries to the land he favored. The new plan proposed was to give the board the privilege of making the preference of field. It did not mean cutting off any existing station, but of permissive selection. The report was not adopted, since it was feared it would diminish interest in foreign work and possibly affect the unity of mission societies. The discussion was general, but it was formally deferred for further information as to old arrangements.

Important Recommendations.

In the evening, the report was submitted upon Rev. J. Cooper Robinson's scheme to organize a separate missionary department for forward work among young people. It declared that its duties were already so engrossing that the board could not undertake the task. But a conference with the general synod's Sunday school committee was recommended; also the extension of the Anglican Young People's Societies; that diocesan synods be memorialized to extend Sunday school organization and increase the mission spirit among the young; that these schools be supported by congregations; that all gifts may be reserved for missions; that a bureau of literature and intelligence be organized; that a field secretary be secured; that lesson helps be encouraged.—Adopted.

All Saints' Church Woman's Auxiliary, of Winnipeg, having offered to educate a Japanese student at Trinity College, Toronto, a committee asked for advice in Japan, from heads of English and United States work, and others. The gist of much correspondence was that the proposed education was either advantageous or dangerous, according to the individual character of the student; that residence is apt to unfit candidates for life and influence in Japan, and the greater return for educational effort is apt to tempt them from church work. The committee left the question for decision in individual cases, and recommended that the offer from Winnipeg be accepted, the board

## Blues and Blacks

Fifty per cent of the business in  
Men's and Young Men's Suits is  
going to be done this fall in Blues  
and Blacks.

We start out with an \$8.50 suit, and have only this to say about it: It's as good as you'll find in the city for \$8.50, but we won't try to make you believe it's worth \$12. Commencing, though, at \$10.00 and up to \$15.00 we take a stand on quality, and it's a decided one, which no other dealer has yet reached. From \$15.00 to \$25.00 we lead you into

## Sovereign Brand

and bid good-bye to the competition from ready-mades. It's a different proposition to theirs—the same as custom-made, and here we compete. We say results will give you the same satisfaction as custom-made and for \$8 to \$12 less money. We do more than this—we give you a style that's perfect—a fit that's perfect—and the widest range in the city to choose from.

Dressed and Undressed Worsteds, and Serges, Cheviots, Vicunas, all imported goods, in either single or double breasted styles, in Blue and Black Sovereign Brand Suits.....

## Men's and Young Men's Overcoats

The Chesterfield, the Paletot, the French Back, the D. B. Driver, the Rain or Shine, and the Topper, are all here for your selection.....

See the *Skater*, the new Fancy Overcoat for both boys and girls.



Boys' Overcoats

Overcoats "just like the men's" for the larger boys, and the Russian Coats, Long Coats, single and double breasted; Tourist Coats and Reefers in all styles, for the little chaps.....

## OAK 154 Dundas St. HALL

Wm. Gibson, Manager.

Paying the traveling expenses hither of a Japanese of unqualified recommendation.

Bishop Thornloe and Archdeacon Lloyd were appointed to prepare the Ascension-tide appeal.

The executive committee chosen were the Bishops of Toronto, Huron and Montreal, Provost Maclean, Canons Cody and Forneret, S. H. Blake, E. J. B. Pense, N. W. Hoyle, the general secretary and general treasurer.

The invitation to meet in April in Hamilton was accepted. The life-work of the late Bishop Bombas was gratefully placed on record by resolution.

Votes of thanks for hospitalities concluded the sessions.

Always Remember the Full Name  
Laxative Bromo Quinine  
Cures a Cold in One Day, Grip in Two Days

E. H. Brown on every box 25c



## "Royal Crown" Witch-Hazel Toilet Soap

is a pure soap that won't redden or roughen the most delicate skin.

Its lather is as soft and smooth as cream—and as grateful to the skin.

Your Druggist has it or will get it for you.

\$33 to the Pacific Coast.  
From Chicago via the Chicago and Northwestern Railway. Tickets on sale daily up to October 31 at above rate to Vancouver, Victoria and New Westminster, B. C., Tacoma and Seattle, Wash., Portland, Ore., San Francisco and Los Angeles, Cal., and other western points. Correspondingly low rates routes and splendid train service. Special rates on household effects. For berth reservations, illustrated literature and further particulars, write or call on B. H. Bennett, general agent, 3 King street east, Toronto, Ont. 13th.

## CANADIAN PACIFIC

## SINGLE FARE FOR HUNTERS

Return tickets on sale

Oct. 9 to Nov. 6

to all stations, Mattawa to Port Arthur and Mattawa to Temiskaming and Kipawa, inclusive.

Oct. 25 to Nov. 6

to all stations, Sudbury to the Soo, Havlock to Sarnia and on the Lindsay branch.

Return Limit Dec. 8, 1906

Stop-over anywhere.

Write for Sportsmen's booklets and maps

## THANKSGIVING DAY

Return tickets between all stations at

SINGLE FARE

Good going Wednesday and Thursday, Oct. 17 and 18.

Returning until and on Monday, Oct. 22.

Tickets and

Full information at London offices:

W. Fulton, 161 Dundas St. E.,

London, Ont. C.P.R. Station

or write C. B. Foster, D.P.A., C.P.R., Toronto.

## Michigan Central

The Niagara Falls Route.

CITY OFFICE, 355 RICHMOND STREET, PHONE 255.

## Thanksgiving Day

Will sell excursion tickets at

SINGLE FARE

for round trip.

To all stations in Canada, Detroit and Buffalo.

Good going Oct. 17 and 18.

Return limit, Monday, Oct. 22, 1906.

THOMAS EVANS, C. P. A., London,

O. W. RUGGLES, G. P. A., Chicago.

## HOURLY SERVICE

Between LONDON

and ST. THOMAS

## S. W. T. CO.

First car leaves London at 6 o'clock a.m.

Last car at 10 o'clock p.m.

First car from St. Thomas at 7 o'clock a.m.

Last car at 11 p.m.

## Ocean Steamship Tickets

White Star Line—New York, Boston and Mediterranean services.

Lloyd Line—Boston-Liverpool.

E. De La Hooke, Sole Agent

American Line—New York and Philadelphia services.

Atlantic Transport Line—New York-London.

Dominion Line Royal Mail Steamers—Portland-Liverpool in winter; Montreal-Quebec-Liverpool in summer.

Red Star Line—New York-Dover-Antwerp.

Sailing lists, rate sheets etc., on application to

E. De La Hooke or W. Fulton,

LOCAL AGENTS.

## INTERCOLONIAL RAILWAY

## SPORTSMEN SATISFIED

Reports From All the

## Game Sections of the Maritime Provinces

Indicate a Most

Successful Season.

Write for

"FISHING AND HUNTING."

"TRAIL OF THE MIC-MACS."

"WEEK IN THE CANAAN WOODS."

"MOOSE OF THE MIRAMICHI."

To General Passenger Department,

Moncton, N. B.

## GRAND TRUNK RAILWAY SYSTEM

## Single Fare for Hunters

Going Oct. 9 to Nov. 6, to all points in Temagami, points Mattawa to Port Arthur, to Sault Ste. Marie and Port Arthur, via N. N. Co., to Georgian Bay and Lake Superior points, via N. N. Co. (to points on N. N. Co. extra charge will be made for meals and berth returning, to certain Quebec points.

GOING OCT. 25 TO NOV. 6.

To Penetang, Midland, Lakefield, all points Severn to North Bay, Argyle to Coburn, Lindsay to Hallsburg, Muskoka to Depot Harbor, Muskoka Lakes, Lake of Bays and Magnetawan River points.

RETURN LIMIT DEC. 8, 1906.

SINGLE FARE FOR THANKSGIVING DAY

Going Oct. 17 and 18, returning until Monday, Oct. 22, between all stations in Canada, also to Detroit and Port Huron, Mich., Suspension Bridge and Buffalo, N. Y.

For tickets and all information call on E. DE LA HOOKE, city passenger and ticket agent; E. RUSE, depot ticket agent