

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 8 o'clock in the evening, when an order was issued directing 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 an eighth inches of the surface of the rail remaining, whereas it should be two inches. At the intersection of the tracks at the corner 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 and other 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 Fullarton, 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 in very fair condition, but south of Dundas street, on Richmond, there were numerous depressions in the tracks and many breaks in the rails. The special work at the corner of Richmond and York streets was not in good repair. In the opinion of the expert the diamond at the crossing of the Grand Trunk was very poorly kept—its condition being such that he did not consider it safe for traffic. The track on Horton street, east of Richmond, to Wellington, was depressed, and one rail just east of Clarence street was found to be split for a distance of

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 ever so often with a sort of rash or pimples, and I had great trouble getting my bowels to move naturally. In fact, 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 very much pleased to find that it was fitted 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 moved naturally each day and I believe Anti-Pill has cured me of an obstinate case of constipation and indigestion."

(Signed),
55 Dufferin Avenue,
London, Ont.

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

38 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 186 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.

"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, who said 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, slackening their speed when they came 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 saw 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 deranged.

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 to 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 tracks and many breaks in the rails. The special work at the corner of Richmond and York streets was not in good repair. In the opinion of the expert the diamond at the crossing of the Grand Trunk was very poorly kept—its condition being such that he did not consider it safe for traffic.

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 my duty 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 be advised."

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 Cronyn 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. Whitaker, just returned from Herschel 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 Esquimaux.

At 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 isolation 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 the seal skins.

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