RAILWAY BRIDGE IN BAD REPAIR

Unsafe for Cars to Pass Over It at High Speed.

Provincial Railway Board Issues Order Regarding Wellington Street Structure.

The provincial railway and municipal outside of the rails were also rotten. board, composed of Mr. James Leitch, K. C., Mr. A. B. Ingram, and Mr. H. N. Mr. Meredith. 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 witness was called-Mr. Moyes, an expert, of Toronto—who had come to London at the instance of Mayor Judd, is in that state, it is a wonder it would represented the church for fourteen to make a thorough inspection of the street railway tracks and equipment, not discontinue running cars over it," years in Japan, spoke of cheering in-In order that the commission might get 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 r ilway. The board also paid a visit to Wellington street bridge, resuming at 8 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

Track Bad in Several Places.

inch, causing cars to make a good deal careful. whereas it should be two perfectly good bearing. to be imperfect, causing a rocking of

the cars. At the corner of Oxford and Richgauge of the tracks was found to be manent structure. three-quarters of an inch too wide, and at the corner of Colborne street anfound to have imperfect elevation.

A Dangerous Curve.

Mr. Moyes next told the commissioners that at the curve on Richmond ever. the Grand Trunk was very poorly kept unsatisfactory. -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 his worship immediately got busy with existing station, but of permissive se-

JOHN BEAL SPEAKS

Tells How He Was Cured of a Painful

"Being troubled very badly with constipation and indigestion for some time that it is impressed upon me that it is its duties were already so engrossing I began using Dr. Leonhardt's Anti-Pill about three months ago. "My stomach became fearfully up-

set; the food I ate disagreed with me, every day, my stomach and head would I may be advised." feel very much worse. I was encourmuch. The pimples or rash disappearall right, and I seemed to enjoy my meals more than ever. My bowels move naturally each day and I believe case of constination and indigestion." JOHN BEAL, (Signed).

The Wilson-Fyle Co., Limited, Nia-

656 Dufferin Avenue.

38 inches. An adjoining raft was also "What effect has this?" asked, Mr. Meredith. "Is there an element of dan-

"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 WILL BE IMPROVED AT ONCE 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 satisfac-The majority of the ties were tory. 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

safe?" asked Mr. Leitch. "No, I do not," answered Mr. Moyes. Mr. Meredith told the commissioners that owing to the state of the bridge

remarked Mr. Ingram. at the exact state of affairs. Mr. Moyes as bad as that," said Mr. Ivey. "but if hearts there by individual work. Con was only partly through his evidence, the commission sees fit to make any re- version en masse could not be expected strictions in the use of it we would like of so philosophic a people.

> to know it. it would be safe to use the bridge at a the North Pole, could not report aclow rate of speed, and in reply Mr. tual conversions there, but through his Moyes said that the 83 ties he spoke of services, for five years, day schools for were visibly rotten. He had not made the young, and night schools for the any borings in the other ties, but if grown-up there was a better order of they were comparatively as bad as the life and conduct among the Esquimaux. 83, he would say that it is not safe to At Fort Macpherson, among the In-

> use the bridge. of the investigation to benefit the pub- good for roaming tribes living from lic is to have the engineer of the com- hand to mouth. mission come to London and examine

the board. The board then adjourned, to inspect

The Board's Ruling. In the evening, when the commission the only building at his station was a resumed, the chairman stated that the shack of two small rooms. But a hungry board had visited the bridge, and had pack of dogs raided his church, tore it reassemble in London to hear further made tests by boring in several of the to pieces and ate parts of it. At last ties which were not visibly rotten. Af- out of such destitution has come withter consultation they had concluded to in six years signs of sincere Chris-When Mr. Moyes was called to the make an order permitting the company tianity, including twenty baptisms. stand in the afternoon, he told the com- to use the bridge, the cars to cross it The archbishop led in a vote of missioners that he had had nineteen at a speed not exceeding four miles an thanks to the churchwomen of London. years' experience in the construction of hour, slackening their speed when they electric railways. He first told of the came within 50 feet of the structure, condition of the line in the north end of and especially at the south end, where headed by the Archbishop of Rupert's the city. At the corner of St. James there is a curve and an open space to the river. This impressed the board in a touching way the loss of the considerable special work, the west as being a dangerous spot, where the "Y" was depressed five-sixteenths of an employes of the company should be church through the death of Archbishop

of noise in passing over it. The east The board ordered the company to of regard for his personality. The "Y" was also badly worn, while east of repair the bridge at once, by taking out Bishops of Toronto, Quebec, Ontario Richmond, on St. James street, the the rotten wooden ties, and replacing and London, the Deans of Quebec and alignment of the track was bad. On them with sound timbers, and also Ontario, and Mr. R. Campbell were ap-Wellington street, near Grosvenor, a jacking up the stringers. The use of pointed a delegation from the board and broken rail was found, only one and an planks about four feet long and two church at large to the funeral. eighth inches of the surface of the rail or three inches thick, would give a The debate upon the apportionment These rep inches. At Regent and Richmond streets would not cost more than \$50 or \$60, the subdivision into fourteen dioceses the alignment of the tracks was found and they would make the bridge rea- in the great west and north had been sonably safe for some time.

mond streets, where there is a switch, hauled. The construction of the bridge rapidly-growing dioceses of the rail-Mr. Moyes found the special work very appeared to the commissioners to be way provinces. Several of the bishops much worn, the result being that cars pretty cheap, and if the company saw felt embarrassed because enough money made a great noise in passing it. At its way to replace the present stringers was not being voted for actual obligaone point on Oxford street east, the with steel, it would make a good per- tions, not to speak of needs, but on

other broken rail was discovered. The bridge are made, two metal guard-rails earnest work by the committee, with a special work at Oxford and Adelaide be placed in the center of the track to desire for the best administration. streets was in fair condition. The Cen- prevent a car going over the edge of Hereafter Sunday school offerings for tral avenue portion of the belt line was the bridge in the event of it becoming Indian schools will not be credited on

derailed. Mr. Ivey assured the commissioners undertaken without any delay what- Indian work.

street, near Fullarton, the condition of As for the visit of the engineer to the tracks was such as to be liable to London to report for the commission throw a car off at any time. The in- on the state of the road, Mr. Leitch was reappointed and instructed to fortersection at Dundas and Richmond said it would not likely be made until mulate a policy, confer with the Presstreets was in very fair condition, but after the 19th of this month, as the en- byterians and Methodists, interview the south of Dundas street, on Richmond, gineer desired to attend the convention Government, and report to the board. there were numerous depressions in the at Columbus, where he would see the The foreign mission report recom tracks and many breaks in the pave- very latest improved fenders, and would mended a change of policy. The two ment. The special work at the corner then be in a position to advise the provinces of Japan committed excluin good repair. In the opinion of the have installed on the street railway, adequately manned, while efforts were cures a Cold in One Day, Grip in 2 Days expert the diamond at the crossing of if it was found that those in use were being spread in single stations in a

Mayor Would Close Bridge.

The condition of the bridge was first street railway:

Moyes, who was brought here by the city for the purpose of examining the fenders, plant, roadbed, overhead equipment and the general could be seen that the second could be seen that the ment and the general condition of your tion as to old agreements. railway in this city, for the purpose Many people in this city seem to of giving evidence before the railway have found Dr. Leonhardt's Anti-Pill commission, that the condition of the mitted upon Rev. J. Cooper Robinson's the most wonderful medicine ever in- Wellington street bridge, over which troduced here. Mr. Beal's story is very your cars run, is imminently dangerous scheme to organize a separate missionto the lives of the citizens who use the ary department for forward work

causing flatulence, headache, and very | "I therefore must ask you to immeswallowed something heavy. My face bridge until it is put in such condition

aged to try Dr. Leonhardt's Anti-Pill to Mr. King, and it brought him to the secured; that lesson helps be encourthrough reading how someone has been city hall in a hurry. He had a confer- aged.-Adopted. cured of a case similar to my own, so ence with the mayor, and the result All Saints' Church Woman's Auxili-I first got a trial box and was bene- was that the latter consented to the ary, of Winnipeg, having offered to edflitted so much that I sent to the drug bridge being used only on the condition ucate a Japanese student at Trinity store for two large boxes. Before I that the company should place a man College, Toronto, a committee asked had used half of one box my stomach on duty at the approaches, and have for advice in Japan, from heads of and head did not trouble me nearly so cars come to a full stop before going English and United States work, and on the structure, and only to cross the others. The gist of much correspon-

hour. St. Louis is favored by a place in the the student: that residence is apt to Anti-Pill has cured me of an obstinate Paris salon through the efforts of Gus- unfit candidates for life and influence tay Wolff, known in St. Louis as a sign in Japan, and the greater return for painter and bill poster, but in Paris educational effort is apt to tempt them recognized as an able painter of land- from church work. The committee left scapes, whose genius has been reward- the question for decision in individual

ANGLICANS WILL

To Confer With the Presbyterians and Methodists

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

The general mission board of the "How about the danger there?" asked Anglican Church in Canada concluded its semi-annual session at Cronyn Hall "Do you think the bridge reasonably last evening, adjourning to meet in

Hamiiton in April next. During the lunch hour at noon, addresses were made by three missionit had been arranged that cars should aries on furlough, being really an oc-

dications within two years, but still "But we do not admit the bridge is Christianity had to be impressed on

Rev. Mr. Whittaker, just returned Mr. Leitch again asked Mr. Moyes if from Hershell Island, in the shadow of dians, the work had reached fruition, Mr. Meredith expressed the opinion till they now were givers to the church, that the only way to get anything out \$80 last year, \$109 this year - very

Rev. E. T. Peck, of Cumberland the system, and make a report direct to Sound (where mails penetrate once a year, and whose isolation is so great that not a fourth of his time could he the bridge, in company with Mr. Moyes. spend with his wife), is the hero of the church made of forty seal skins, as

Regret at Primate's Death.

At the afternoon session a committee

wise in the abstract - whether the The board recommended further that money of some of the Episcopal enthe entire deck of the bridge be over-dowments was not more needed in the motion of the Bishop of Qu'Appelle, The board further suggested that the report was adopted in its entirety, when the permanent repairs to the with an acknowledgment of most the apportionment. Therefore the children will hereafter give for direct misthat the repairs to the bridge would be sionary work, which may be spiritual

Will Confer with Other Bodies.

The special Indian school committee

number of distant lands. The practice. by bylaws, was to send the missionary to the land he favored. The new plan proposed was to give the board the brought to the attention of Mayor Judd privilege of making the preference of by Mr. Moyes at noon yesterday, and field. It did not mean cutting off any his pen and ink, and wrote the follow- lection. The report was not adopted, ing letter to Manager King, of the since it was feared it would diminish interest in foreign work and possibly

Important Recommendations.

In the evening, the report was sub-

Wellington street cars, and so much so among young people. It declared that my duty to prevent the operation of the that the board could not undertake the cars over the said bridge, pending the task. But a conference with the general report and action of the railway com-synod's Sunday school committee was recommended; also the extension of the often the peculiar sensation of having diately cease operating cars over this that diocesan synods be memorialized would break out ever so often with a as not to endanger the lives of the cit-and increase the mission spirit among to extend Sunday school organization great trouble getting my bowels to move naturally. In case I neglected to notify you that I shall take such ings may be reserved for missions; that all given and increase the mission spirit among the young; that these schools be supported by congregations; that all given and increase the mission spirit among the young; that these schools be supported by congregations; that all given and increase the mission spirit among the young; that these schools be supported by congregations; that all given and increase the mission spirit among the young; that the young; that these schools be supported by congregations; that all given and increase the mission spirit among the young; that the young; that they you that I shall take such taking medicine to move the bowels means to prevent the said operation as ings may be reserved for missions; that a bureau of literature and intelligence The letter was immediately delivered be organized; that a field secretary be

ed suddenly and what I ate digested bridge at the rate of three miles an dence was that the proposed education was either advantageous or dangerous according to the individual character of

ed by the admission of two of his land-scapes in the present Paris salon. cases, and recommended that the offer from Winnipeg be accepted, the board

CONSULT OTHERS 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 Biacks.

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 \$15.00 to \$25.00

and Black Sovereign Brand Suits AND WE GUARANTEE RESULTS.

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.....\$6.50 to \$20.00

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.....\$3.50 to \$7.00

W. GIBSON, Manager.

a Japanese of unqualified recommenda- mad hornet.

Bishop Thornloe and Archdeacon

Cody and Forneret, S. H. Blake, E. J. B. Pense, N. W. Hoyles, the general secretary and general treasurer. The invitation to meet in April in

Hamilton was accepted. The life- annually. In Germany the rate a 1,000 work of the late Bishop Bombas was gratefully placed on record by resolu-Votes of thanks for hospitalities con-

cluded the sessions.

3 Cakes

for 25c.

delicate skin.

grateful to the skin.

axative Bromo Quinine on every O. I. Drove box. 25c of the men?

paying the traveling expenses hither of An idle rumor is about as busy as a

SOME PERSONS have periodical at-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 Maclem, Canons Cody and Every Cordial as being the best medical attacks of Canadian cholera, dysentery or diarrhea, and have to use great precautions to avoid the disease. Change of water, cooking and green fruit is sure to bring on the attacks. To such persons we would recommend Dr. J. D. Kellogg's Dysentery Cordial as being the best medical attacks of Canadian cholera, dysentery or diarrhea, and have periodical attacks of Canadian cholera, dysentery or diarrhea, and have to use great precautions to avoid the disease. Change of water, cooking and green fruit is sure to bring on the attacks. To such persons we would recommend Dr. J. D. Kellogg's Dysentery Cordial as being the best medical attacks of Canadian cholera, dysentery or diarrhea, and have to use great precautions to avoid the disease. Change of water, cooking and green fruit is sure to bring on the attacks. To such persons we would recommend Dr. J. D. Kellogg's Dysentery Cordial as being the best medical attacks of Canadian cholera, dysentery or diarrhea, and have to use great precautions to avoid the disease. Change of water, cooking and green fruit is sure to bring on the attacks. To such persons we would recommend Dr. J. D. Kellogg's Dysentery Cordial as being the best medical attacks of Canadian cholera, dysentery or diarrhea, and have to use great precautions to avoid the disease. plaints. If a few drops are taken in water when the symptoms are noticed, no further trouble will be experienced. Of every 1,000 miners in Great Britain 1.24 lose their lives by accident

is 1.90; in the United States, 3.35. CHEAPEST OF ALL MEDICINES. Considering the curative qualities of Dr. Thomas' Eclectric Oil, it is the cheapest medicine now offered to the public. The dose required in any aliment is small, and a bottle contains many doses. If it were valued at the benefit it confers it could

ias simplified and cheapened its manu-It is true that women are foolish, but if they were wise what would become

Best for

Mother and Child.

"Royal Crown"

Witch-Hazel

Toilet Soap

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

Your Druggist has it or will get it for you.

Its lather is as soft and smooth as cream—and as

GUIDE FOR TRAVELERS

GRAND TRUNK RAILWAY. (Corrected to date.)

SUSPENSION BRIDGE AND TORONTO. Arrive from the east-*4 a.m., 10:45

MAIN LINE-SARNIA TUNNEL TO

a.m., *11 a.m., *11:20 a.m., 6:25 p.m., •7:47 p.m., 10 p.m. Arrive from the west-*12:15 a.m. *3:20 a.m., *11:20 a.m., 1:25 p.m., *4:10

nm *6.25 n.m. Depart for the east-12:20 a.m.. 3:25 a.m., 8:10 a.m., *11:30 a.m., 2:05 p.m.,

*4:25 p.m., *6:55 p.m. (Eastern Flyer.) The trains leaving at 8:10 a.m. and 2:05 p.m. stop at all stations. The 8:10 a.m. local, and the 11:20 a.m. and 4:25 p.m. expresses have through coaches for Toronto. The Eastern Flyer at 6:53 p.m. stops only at Ingersoll. Woodstock Brantford and Hamilton, and goes to Toronto and Montreal.

Depart for the west-4:15 a.m., 7:40 a.m., *11:10 a.m., *11:32 a.m.,1:55 p.m., The 7:40 a.m. and the 1:55 p.m. trains

stop at all stations, The 4:15 a.m., 11:32 a.m., and 8:01 p.m., expresses run hrough to Chicago without change. LONDON AND WINDSOR. Arrive-10:40 a.m., *4 p.m., 6:50 p.m.

(Eastern Flyer, stops only at Chatham and Glencoe), 11 p.m. Depart—6:35 a.m., *11:25 a.m., 2:20 Maritime Provinces p.m., 7:54 p.m. (International Limited stops only at Glencoe and Chatham.)

STRATFORD BRANCH. Arrive-10:40 a.m., 10:55 a.m., 1:25

.m., 6:35 p.m., 10:55 p.m. Depart-6:20 a.m., 10:45 a.m., 2:50 Write for o.m., 5 p.m. LONDON, HURON AND BRUCE Arrive-9:45 a.m., 6:10 p.m.

Depart-8:15 a.m., 4:50 p.m.

Those not so marked run daily except MICHIGAN CENTRAL RAILWAY. Arrive-6:55 a.m., 11:10 a.m., 5:10 .m., 9:45 p.m.

Trains marked thus * run daily,

Depart-7:15 a.m., 2:20 p.m., 5:25 m. *10:25 p.m. *Runs through to Waterford. CANADIAN PACIFIC RAILWAY. Arrive-From the east *11:30 a.m., .m., *11:30 p.m. From the west-*5

8:35 a.m., *5:20 p.m. Depart-For the east-\$5:05 a.m. 8:43 a.m., *5:28 p.m. For the west-11:38 a.m., *8:10 p.m., *11:35 p.m. Trains marked thus • run daily. Those not so marked run daily except Sunday.

.. From Chatham only. *** Runs only to Chatham. PERE MARQUETTE RAILWAY. Depart-5:45 a.m., *6:45 a.m., 9:45 .m., 2:30 p.m., *3:40 p.m., †7 p.m. Arrive-8:45 a.m., * 12:10 p.m., 1:50 .m., 4:40 p.m., *3:20 p.m., †10:20 p.m. To and from Walkerville, without

\$33 to the Pacific Coast. From Chicago via the Chicago and Tickets on Northwestern Railway. 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. Corespondingly 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, 2 King street east, Toronto. Ont. 19hv

CANADIAN PACIFIC SINGLE FARE FOR HUNTERS

Oct. 9 to Nov. 6

to all stations, Mattawa to Port Arthur and Mattawa to Temiskaming and Kipa-

Oct. 25 to Nov. 6 to all stations, Sudbury to the Soo, Have-lock to Sharbot Lake and on the Lindsay

Return Limit Dec. 8, 1906 Stop-overs anywhere. Write for Sportsmen's booklets and maps

THANKSGIVING DAY

SINGLE FARE

Good going Wednesday and Thursday, Returning until and on Monday, Oct. 22.

Tickets and Full information at London offices; W. Fulton, 161 Dundas St., J. Houston, C.P.R. Station, or write C. B. Foster, D.P.A., C.P.R., Toronto.

Michigan Central ITY OFFICE, 395 RICHMOND STREET.

Thanksgiving Day

SINGLE FARE

for round trip. To all stations in Canada, Detroit and Good going Oct. 17 and 18.
Return limit, Monday, Oct. 22, 1996.
THOMAS EVANS, C. P. A., London,
O. W. RUGGLES, G. P. A., Chicago.

Between LONDON and ST. THOMAS

W. T. CO. First car leaves London at 6 o'clock

Last car at 10 o'clock p.m.

First car from St. Thomas at 7 o'clock

Last car at 11 p.m.

Ocean Steamship Tickets White Star Line-New York, Boston and

Mediterranean services.

Levland Line—Boston-Liverpool. E. De La Hooke, Sole Agent American Line-New York and Philadelphia services.
Atlantic Transport Line—New York-Dominion Line Royal Mail Steamers-Portland-Liverpool in winter; Montreal-Quebec-Liverpool in summer. Red Star Line—New York-Dover-Ant-

werp Sailing lists, rate sheets etc., on appli-E. De La Hooke or W. Fulton,

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GRAND TRUNK RAILWAY 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, Argyll to Coboconk, Lindsay to Haliburton, Madawaska to Depot Harbor, Muskoka Lakes, Lake of Bays and Magnetawan River

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.

Trains not "starred" to Port Stanley.

†Between London and St. Thomas

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