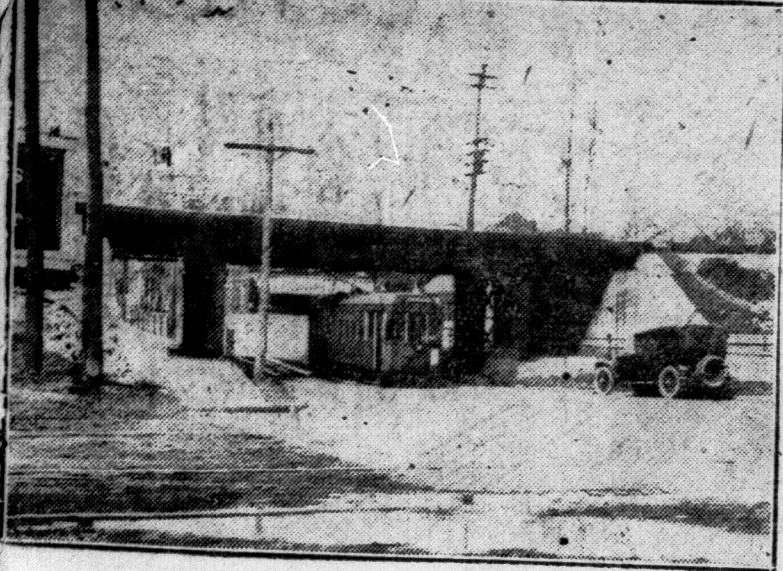


HOW LEVEL CROSSINGS BREED ANNUAL TRAGEDIES



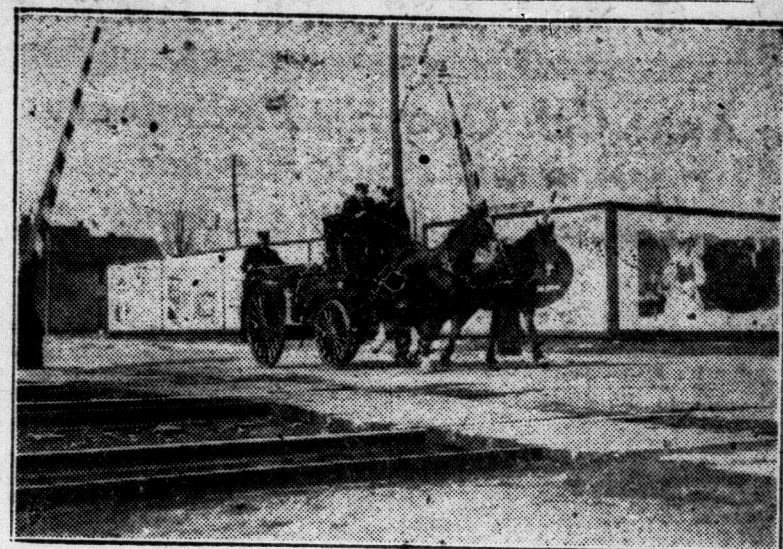
WHERE STREET CARS ARE SAFE.

This is another view of the Wharncliffe road viaduct. In this case it is a street car with its priceless human freight that is guaranteed a safety impossible on a level crossing.



RECTOR STREET'S LEVEL CROSSING DEATH TRAP.

Two cars have already been hit on this crossing in recent years. Even in the accompanying picture the cars and woman with baby carriage in dangerous proximity of the street to the shunting engine can be seen. It is under conditions such as this that fatalities occur.



DELAY WOULD BE COSTLY HERE.

This is one of London's fire teams on the Adelaide street level crossing. Not only is such a crossing a menace to human life, but the delay that would occur with gates down in a case such as this might prove decidedly costly.

TO ASK THORNTON FOR NEW STATION FOR L. AND P. S.

Sir Adam Beck Will Head Delegation Making Request For Improvement.

COMES AS RIGHT

City-Owned Electric System Entitled to New Terminal, Is Claim.

Headed by Sir Adam Beck, the London and Port Stanley Railway Commission will begin a strenuous fight today for a new and up-to-date terminal for the city's railway.

Sir Adam will ask Sir Henry Thornton to put into effect the promises made by the G. T. R. years ago and never carried out.

The deputation is successful, the London and Port Stanley Railway will secure, it is expected, an up-to-date terminal and station to replace the small brick cubby-hole which now serves as a ticket office. The new terminal, whether part of a new station or a separate building, will come to the city free of cost, as far as the citizens are concerned.

It is pointed out that the city turned over valuable land at Bathurst street to the G. T. R. on condition that the company provide a terminal and station for the London and Port Stanley Railway, which at that time was a steam road. The agreement was never carried out, however, for when the city's road was electrified, it is said the G. T. R. used this as an excuse to escape its obligations. Officials of the company claimed that the agreement applied only to a steam road.

A portion of land at Richmond street was eventually given to the city by the G. T. R., but the city refused to build the inefficient terminal and tiny station which now serves.

Members of the commission are hopeful that Sir Henry Thornton will do justice in their claims. The matter will probably be broached during the trip of inspection to Port Stanley late this afternoon.



MAYOR WENIGE.

on whom now falls much of the burden of London's railway problem. The mayor is definite in his opinion that the level-crossing menace must go.

MUST GET TRAINS INTO CITY, SAYS MAYOR WENIGE

Says London Needs at Once Safe Railroad Crossings and New Station.

NEEDS SAFETY NOW

"Never Mind the Trains Going Out of the City."

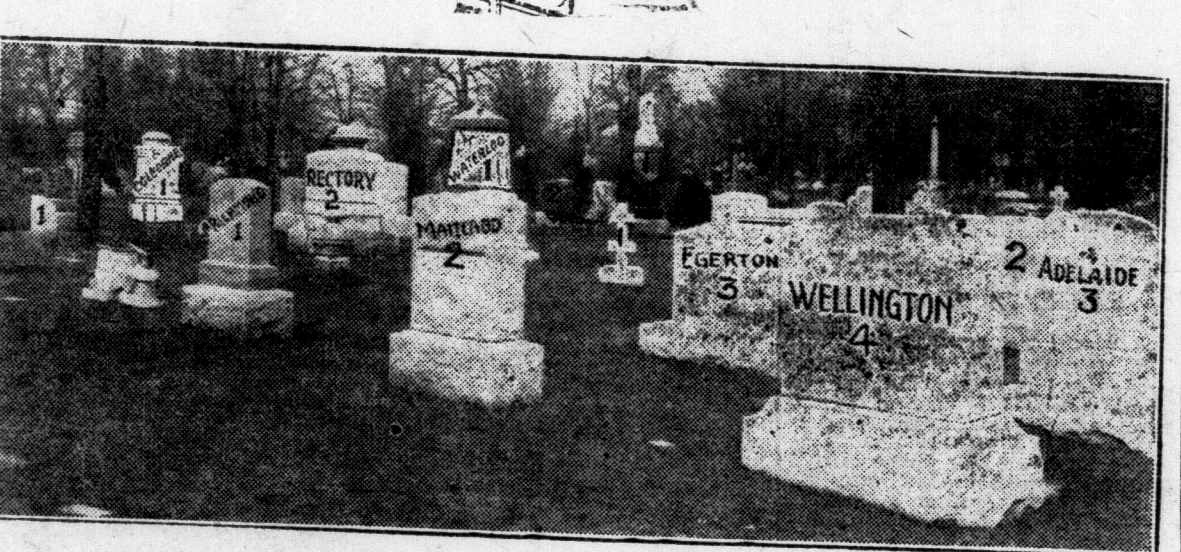
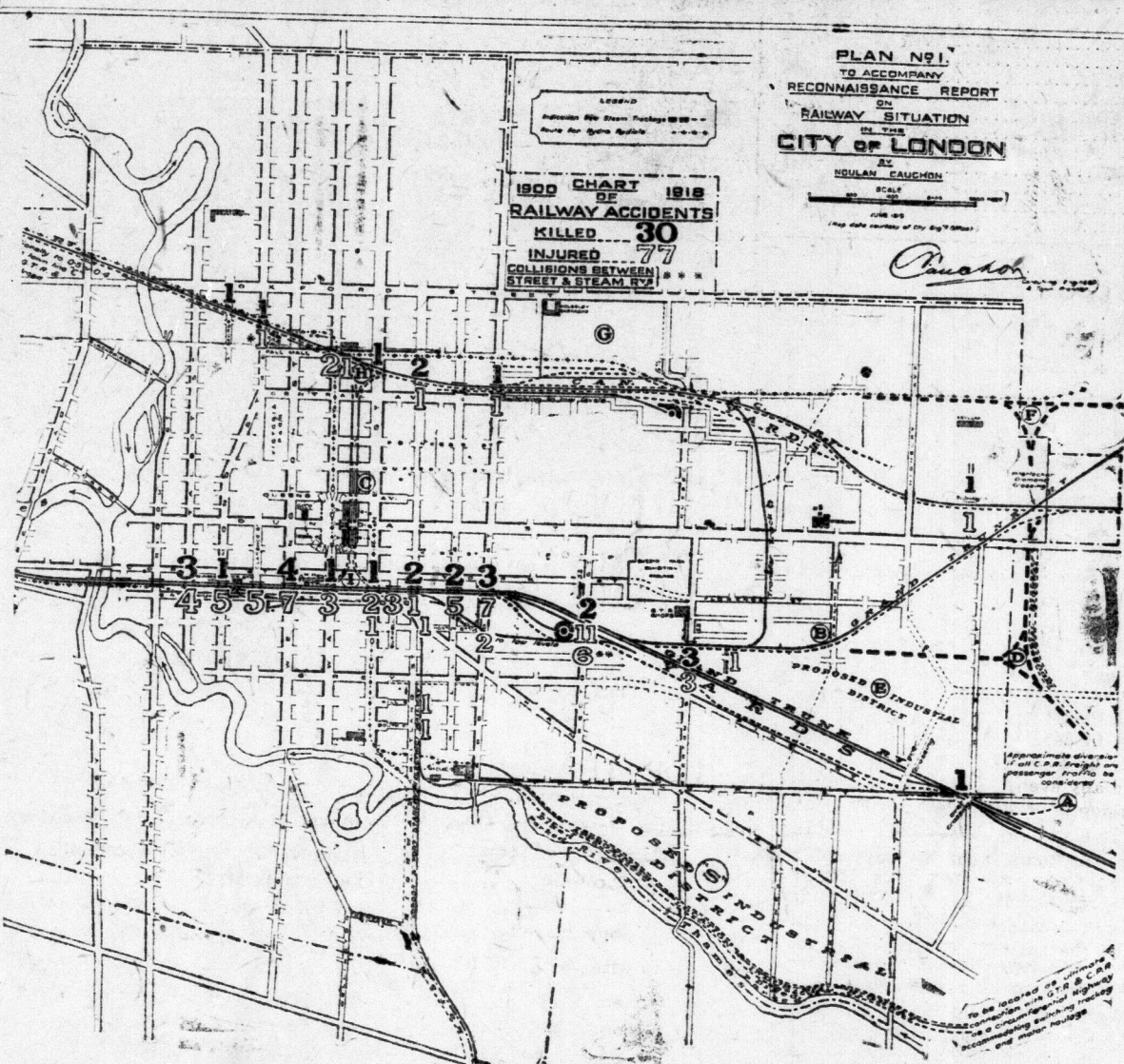
"Grade separations are vitally necessary to a growing city," declares Mayor Wenige, emphatic in his contention that the time has come for London to seek better railroad improvements.

"We need safe railroad crossings at once," he continued, "for the benefit of the people generally and as a means toward improved traffic conditions."

"We also need a new, modern C. N. R. depot and better train service into the city. Never mind the trains going out of the city."

The mayor did not outline for publication the course of action which he proposes.

Every G.T.R. Level Crossing In City But Two Has Its Record Of Tragedies In Past Few Years



IF RAILWAY VICTIMS WERE BURIED TOGETHER.

This graveyard and map illustrate in striking form how level crossings have taken toll of life. On the map are shown the casualties at each crossing since 1900, the dead in black figures, and the injured in light. On the tombstones are marked the number of lives taken at these different crossings: Wellington 4, Adelaide 3, Egerton 3, Maitland 2, Rectory 2, and so on down the list.

Graves of London's Victims of Level Crossings Would Fill Goodly Section of Cemetery, While Victoria Hospital's Largest Ward Would be Taxed to Give Simultaneous Care To All Maimed

Since the level crossing horror first seriously fastened itself upon the attention of the people of London, and brought about the abortive negotiations of 1906 for grade separation on the Grand Trunk, thirty people have been slain and 78 maimed and injured on the streets by railway trains.

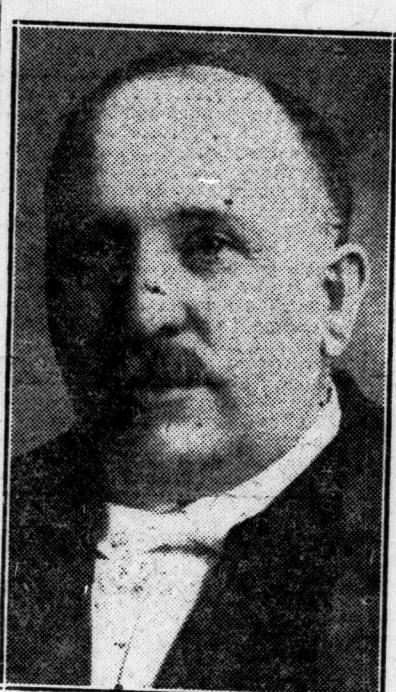
Every Grand Trunk crossing, excepting only Clarence and Burwell streets, from Talbot street to the Trafalgar and Hale street intersection, on the eastern outskirts of the city, has been the death scene of one or more people; now the captain of a fire company, whose racing motor truck is ground to wreckage while responding to an alarm; again the physician on an early morning call; the worker hurrying home from the factory; the country girl coming in for her collegiate studies; the small boy on his mother's errand; the nurse

responding to duty's call in a winter's blizzard; and so on through the long and ghastly record.

There bodies would fill a section of a cemetery; the largest ward in Victoria Hospital could scarcely minister at once to those who have been maimed.

The official record of Grand Trunk casualties on crossings in London between 1900 and the present time follows:

Street	Accidents	Killed	Injured
Talbot street	4	1	4
Richmond street	4	1	4
Clarence street	4	1	4
Wellington street	12	4	8
Waterloo street	5	1	4
Colborne street	3	1	2
Burwell street	3	1	2
Maitland street	3	1	2
William street	6	2	4
Adelaide street	7	3	4



HIS HONOR JUDGE JUDD.

Judge Judd was mayor of London in 1906, when the earlier negotiations between railway and city were begun. No one carried more of London's burden at that time than he.

CITY COUNCIL SHOULD REOPEN NEGOTIATIONS

Time Now To Work For New Depot and Safe Overhead Railway Crossings.

PLEDGE NOT KEPT

For Seventeen Years London's Admitted Abuses Have Needed Remedy.

That the city council will be on the right track in reopening at this time its negotiations for the elimination of grade crossings and the construction of a new union depot, in accordance with the plan set forth in the Judd-Drake resolution, is the belief of County Judge Joseph C. Judd, who as mayor of London conducted the negotiations with the Grand Trunk that led to the preparation of the agreement in 1906.

Judge Judd is the father of Ald. A. M. Judd, the sponsor of the resolution to be presented at the next meeting of the city council, and it is believed that Ald. Judd is thoroughly familiar with all of the circumstances.

The consensus of opinion among business men and civic leaders is that nothing would contribute more to London's development and expansion than an early solution of the railway terminal and level crossing problem.

London, they declare, has been left for seventeen years with the unredempted pledge of the Grand Trunk to remedy admitted abuses here. The old excuses of the war and the uncertainty of Grand Trunk ownership can no longer be pleaded, and the city is ready for and demanding action.

Mayor G. A. Wenige is prepared to throw the whole strength of the council into the negotiations to secure an early start on the improvements. Sir Adam Beck, as chairman of the London Railway Commission, asserts that the London and Port Stanley Railway has had a union depot as its objective since electrification under the city's rights as designated in the 99-year agreement, explained in these pages.

The chamber of commerce is actively in the fight and has prepared a formidable case for Sir Henry Thornton's consideration.

Toronto is receiving a skyscraper office building from the Nationals. Improvements are the order on the whole system. No other city on the system has a more valid claim than London.

Level Crossing At Adelaide Street Will Not Do Today

Plan Upon Which City and G. T. R. Agreed in 1906 Must Be Extended To Meet Present Conditions.

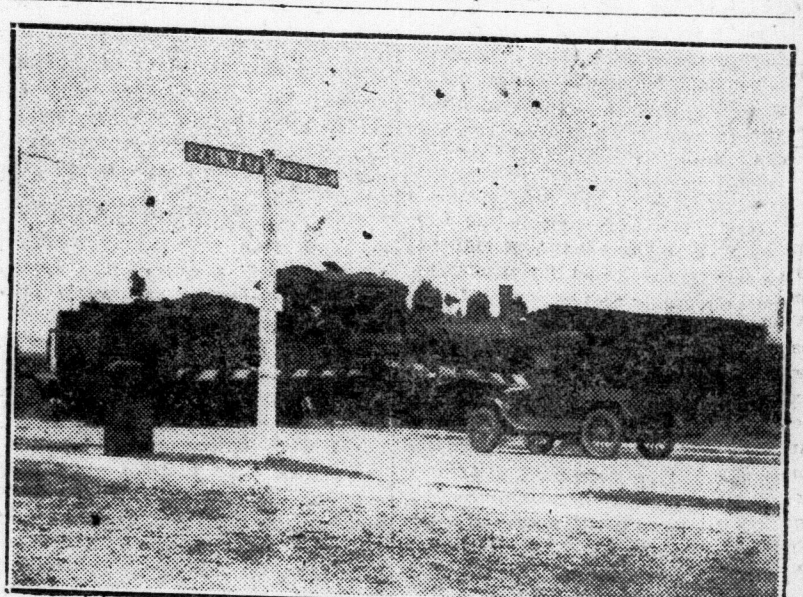
"When the proposal for the elevation of Grand Trunk tracks in London is revived there will undoubtedly be an extension of the plan on which the city and company agreed in 1906. That scheme provided for a tapering-off of the elevated lines to an extent that would not provide sufficient head-room for vehicles at William street, and that would have left Adelaide street a level crossing as it is today.

Depression of the road beneath the tracks, which were to be 7 feet above ground level at William street, was not a feasible means of providing for vehicles under the old arrangement, because of another contingency. The company was to have moved its main elevated lines southward along the property bought on the north side of Bathurst street, and two service tracks were to be maintained on ground level on the north side of the elevation to handle cars in and out of factory and coal yard sidings through as far as Wellington or Clarence street. The line down from the elevated to the service tracks

would have cut across the entrance to a viaduct at William street.

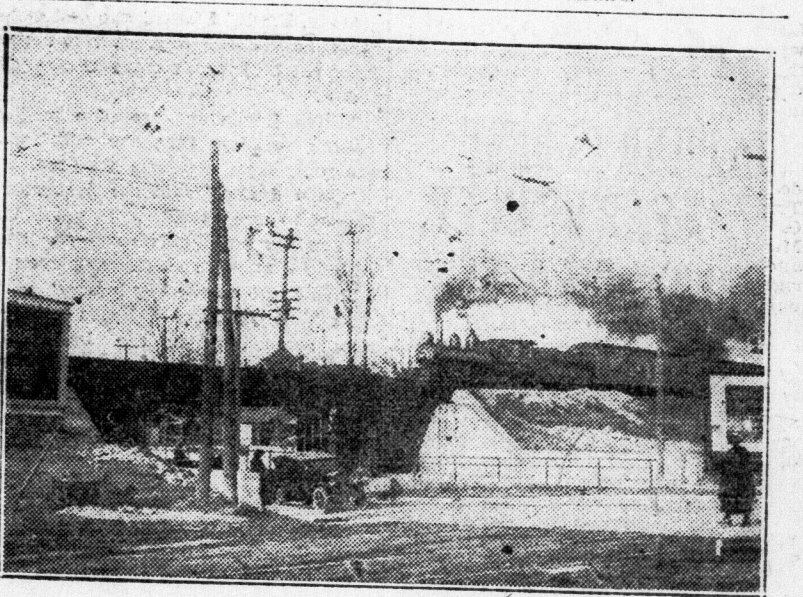
But, as the sketch of the elevation plan on this page indicates, the elevated lines were cut back to the old level in a manner leaving a dip at Adelaide street from both directions. By carrying the embankment through at a dead level to a point between Adelaide and Rectory streets William street could be left open and Adelaide given its needed subway. In 1906 traffic was not heavy on Adelaide street, and the humping up of the tracks between two and three feet above the road level was not regarded as an important matter.

But since that time Adelaide street has become the most heavily-travelled artery crossing the Grand Trunk east of Waterloo street, and on the crossing, since the elevation negotiations ended, three people have been killed and seven maimed. These casualties are exclusive of the shop tracks near Horton street, where two others have been injured by locomotives in the same period.



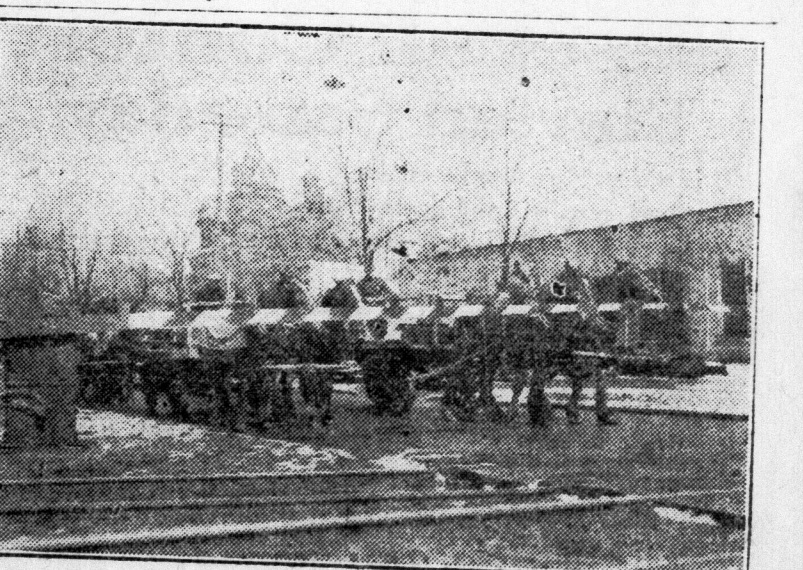
ADELAIDE STREET CROSSING.

Here is the Adelaide street crossing described in the story above. The truck held up by the train is an ordinary condition of affairs.



VIADUCT AT WHARNCLIFFE ROAD.

This is a good example of the safe and sane overhead railway crossing. Trains can use this without interruption, while foot and vehicular traffic passes below in safety.

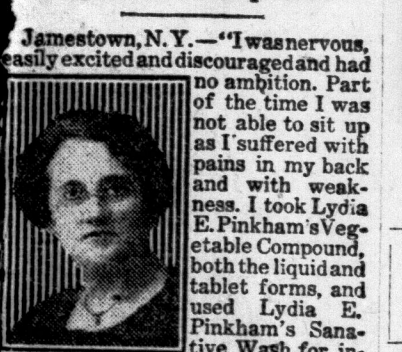


TRAFFIC DELAY AT WATERLOO STREET.

Not only are level crossings a menace to life and safety—they are also a handicap to the city's traffic efficiency. It is impossible to calculate the hours of valuable time which are lost each day by blocked streets.

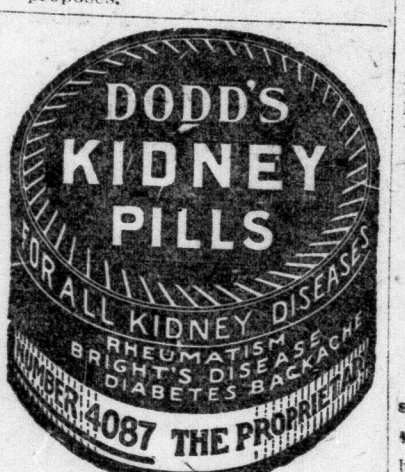
TODAY I AM REAL WELL

So Writes Woman After Taking Lydia E. Pinkham's Vegetable Compound



Jamestown, N. Y.—"I was nervous, easily excited and discouraged and had no ambition. Part of the time I was not able to sit up as I suffered with pains in my back and with weakness. I took Lydia E. Pinkham's Vegetable Compound, both the liquid and tablet forms, and used Lydia E. Pinkham's Sanative Wash for inflammation. Today I am real well and am a rooming-house and do the work. I recommend your medicine to every woman who complains, and you may use my letter to help any one else."

Often some slight derangement may use a general upset condition of the whole system, indicated by such symptoms as nervousness, backache, lack of ambition and general weakness. Lydia E. Pinkham's Vegetable Compound will be found a splendid medicine for such troubles. In many cases it removed the cause of the trouble.



Let's Swap!

Mary from the country school. Wanted to earn her board and room. Keep expenses down. Sent a little swap ad in Which Mrs. Perkins read. Now Mary keeps the Perkins kids And gets her food and bed.



LONDON'S KILLED AND MAIMED OF THE LAST TWENTY YEARS DEMAND ACTION