

# The Canadian Engineer

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JAMES J. SALMOND—MANAGING DIRECTOR.

H. IRWIN, B.A.Sc.,  
EDITOR.

A. E. JENNINGS,  
ADVERTISING MANAGER.

**HEAD OFFICE:** 62 Church Street, and Court Street, Toronto, Ont.  
Telephone Main 7404, 7405, or 7406, branch exchange connecting all  
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**Montreal Office:** Rooms 617 and 628 Transportation Building, T. C. Allum,  
Editorial Representative, Phone Main 8436.

**Winnipeg Office:** Room 820 Union Bank Building. Phone M. 2914. G. W.  
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## HAMILTON'S RAILWAY PROBLEM.

The civic authorities in Hamilton have to deal with the opposition of the Toronto, Hamilton & Buffalo Railway in the matter of removing its line from the southern and residential section of the city to a more desirable strip along the bay front. The continual noise and smoke which has been associated with the Hunter Street station has developed an agitation which apparently will not subside without gaining its end. The city is desirous, furthermore, of concentrating all its railways, i.e., the G. T. R., the T., H. & B. (C.P.R.), and the proposed C.N.R. to a common route now used by the former along the water front.

The argument of the T., H. & B. is based upon the likelihood of the change being detrimental to its patronage. It appears that nearly 80 per cent. of the passenger traffic uses the Hunter St. station in preference to the Stewart St. station, while with the union station, which the authorities purpose building on a site near the latter, the patronage would probably be more equally distributed. In consideration of this, however, the city has offered the railway \$1,000,000 to move, and City Engineer Macallum has located a proposed line which, in the matter of grades, excels the old route by such a margin as to be a handsome inducement to the railway to accept it.

It is claimed that the Hunter Street route has many disadvantages, from an engineering point of view. Among them the question of grades appears to be the most important, and being over one per cent., the grades have made a name for themselves as a disabling factor to continuous traffic by the stalling of many freights daily. The new route proposed by Mr. Macallum offers a grade of .64.

At any rate, the time has come for the elimination of level crossings, and if the railway authorities do not accept the city's proposal the depression of the tracks will likely ensue, although the company favors elevation, claiming an advantage in cost. It is likely that the Railway Board will shortly be presented with the case, and if it has not the authority to require the T., H. & B. to move, Parliament will likely be approached.

The city's request appears quite reasonable. It offers to indemnify the company for all reasonable loss, to provide a better grade and a route more suitable than the present one. In return the city desires to remove a railway line with its many inconveniences from its residential section, simultaneously eliminating a number of level crossings dangerous to life, detrimental to continuity of street traffic, and unsightly in the extreme.

## AN ADVANCE IN ELECTRICAL ILLUMINATION.

Since the introduction of the incandescent lamp, over thirty years ago, the art of illumination has been as apt an example of meritorious study and its fruits as the world has had. From time to time during the interval from the great Edison discovery of the property of carbonized filament, up to the present, many additions of great utilitarian value have transformed the electric lamp from an experiment into a commodity upon which is dependent the health, comfort and general advance of civilization, and the commercial advantages of which alone have rendered possible an indeterminable production from accelerated industry.