

# The Canadian Engineer

WEEKLY

ESTABLISHED 1893

VOL. 17.

TORONTO, CANADA, DECEMBER 10th, 1909.

No. 23

## The Canadian Engineer

ESTABLISHED 1893.

Issued Weekly in the interests of the

CIVIL, MECHANICAL, STRUCTURAL, ELECTRICAL, MARINE AND  
MINING ENGINEER, THE SURVEYOR, THE  
MANUFACTURER, AND THE  
CONTRACTOR.

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Present Terms of Subscription, payable in advance:

Canada and Great Britain:		United States and other Countries:	
One Year	\$3.00	One Year	\$3.50
Six Months	1.75	Six Months	2.00
Three Months	1.00	Three Months	1.25

Copies Antedating This Issue by Two Months or More, 25 Cents.

ADVERTISEMENT RATES ON APPLICATION.

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Changes of advertisement copy should reach the Head Office by 10 a. m.  
Monday preceding the date of publication, except the first issue of the month for  
which changes of copy should be received at least two weeks prior to publication date.

PRINTED AT THE OFFICE OF THE MONETARY TIMES PRINTING CO.,  
LIMITED, TORONTO, CANADA.

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### ACCIDENTS AND INJURIES ON THE RAILROAD.

Elsewhere in this issue will be found a statement of the killed and injured on Canadian railways. By far the greater number killed were trespassers. Added to these, the forty-nine found dead on the track give one hundred and thirty-two, or almost one-third of the total killed.

The level crossing is reported as responsible for forty-one deaths and fifty-four injuries. Altogether, the report shows a falling off in killed of eighty-one and of injured one hundred and eight.

If the figures indicate anything, they indicate that for both the travelling public and the employee railway operation is becoming safer.

In Canada, there were 64 persons killed on the railway per million of population and 171 injured per million.

In the United States there were 144 per million of population killed and 1,400 per million of population injured.

The public have a duty in this matter as well as the railroads. The railway trespasser not only leads many to death in his own path, but so long as he is a large contributor to railway fatalities it will be difficult to close the lines and prevent accidents from other causes.

### GOOD ROADS WITHOUT GRAFT.

The chief business of our Canadian municipal councils is to give us good roads. Highways safe and easy to travel. Roads that will bring the producer near to the consumer. Good roads are one of the best investments our rural municipalities can make.

It is unfortunate that here and there some municipal official, elected or appointed, imagines he can "graft" without meeting the grafter's fate. His petty graft may not amount to much, but it discourages the ratepayer, and in every new demand he fears that out of every dollar voted so much "sticks" where it will do no good. Worse than that, some "grafters" get bold and try to "hold up" contractors and business concerns that have made a name for themselves through honest dealing and good workmanship.

Last week Zorra—that far-famed Ontario township—had a scandal all its own. A bridge builder accused township officials of bribing him. The officials deny the charge. The judge will later give his opinion of the transactions, or the supposed transactions.

It was unfortunate that in connection with this trial there should be coupled the name of the Hamilton Bridge Works Company. Press despatches made it appear as if one of the witnesses, who said he paid money to township officials, was an agent of this company.

Such was not the case. A more careful study of the evidence goes to show that in no manner whatsoever were this firm connected with the deal.