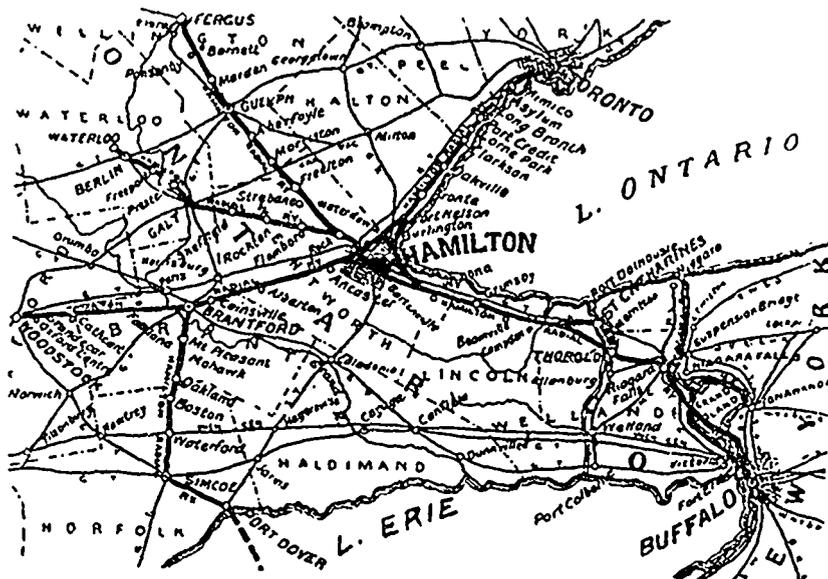


THE HAMILTON RADIAL RAILWAY SYSTEM.

The city of Hamilton has in the past spent large sums of money in bonusing railway schemes which have brought no returns in trade, but the scheme now before the city, promoted by the Hamilton Radial Electric Railway Company, seems likely to bear some tangible fruit. The Hamilton, Grimsby & Beamsville Electric road has proved to be a success beyond expectations, the winter traffic being much larger than was ever hoped for, and the new scheme, though promoted by another company, is an enlargement of this idea. The map given herewith shows the scope of the scheme, the heavy lines indicating the directions which the system will take at present. The company ask a bonus of \$300,000, divided as follows: \$100,000 for the line from Hamilton to Woodstock, \$75,000 for that to Schaw Station, \$50,000 for the road to Guelph, and \$75,000 for that to Berlin. A line is to be run from Hamilton to St. Catharines, to connect at that point with the Ni-



agara Central. No bonus will be asked for this branch, which is to be operated by steam, but all the other lines will be operated by electricity. Although a formal denial has been made that the C.P.R. has anything to do with the scheme, it is understood that when the system is completed it will be operated by the C.P.R. Connection with that company's road will be made at Schaw Station and at Woodstock. This system will draw the trade of large portions of the counties of Lincoln, Welland, Brant, Oxford, Wellington and Halton, all of them rich counties, and having numerous towns and villages to be drawn into closer touch with the Ambitious City. The capital of the company is \$2,000,000, and among those interested in it is Col. A. A. Rand, of Boston. The system at present will comprise about 157 miles of road, which may be increased by feeders running from each branch.

SOME of our subscribers have complained of irregularity in the delivery of THE CANADIAN ENGINEER. The paper should be in the hands of every reader before the tenth of each month, and when any subscriber fails to receive it, we shall take it as a favor if he complains at once. We cannot be expected to remedy an omission if we do not hear of it. We may say, however, that we are making arrangements for a new mailing system, which will insure greater regularity.

OUR illustrated description of the new waterworks at Peterboro', Ont., is crowded out of this issue, but will appear in our next.

SOME articles contributed to THE CANADIAN ENGINEER have been unavoidably crowded out of this issue, but will appear later.

DENVER, Col., and Omaha, Neb., water works companies have provided their reservoirs with a means for cleaning which seems to be both simple and effectual. The bottom of the reservoir is made so as to form several large pockets at the lowest points, in which are located blow-off valves, and through these water, or sediment of any description that may have collected, is discharged to any convenient point. The blow-off valves are of the disc pattern, and are operated from small hydraulic cylinders over them, the valve stems in each case being continuations of the piston rods worked from the cylinders. Water under pressure is supplied underneath the pistons by pipes running along the

reservoir bed; and the cylinders and pistons are so proportioned for the available pressure that, when the water is admitted, the total pressure under the piston is sufficient to raise the blow-off valves from their seats and allow the escape of water and mud from the reservoir. From each of the blow-off valve openings there is a 24-in. pipe running down vertically some 15 feet, connecting with the main discharge pipe, the operation being at once simple and complete.

THE exhibition in connection with the convention of the American Street Railway Association in Atlanta, Ga., was one of its most interesting features. Among the exhibits were noticed a large number of cars, trucks and small appliances, some of them being made by quite new manufacturers, which serves to indicate the wonderful progress and increase in importance of the comparatively new electric street railway industry in the States. Among the special items of interest were some electric heaters and several new forms of brakes, the latter especially being one of the chief wants of the day. If this exhibition is to be repeated, as we understand it will be when the convention takes place in Montreal next year, it will be one that will prove of great interest to Canadians.

A WRITER in the London *Economist* predicts that Canada will eventually control the ship-building industry, and bases his argument chiefly upon a remarkable fact