

of permits issued this year is \$7,408,430, compared with \$11,440,740 last year. Since January 1st there have been 3,563 new buildings erected in the city, against 4,059 during a similar period of last year.

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The Montreal Y.M.C.A. have for the ensuing winter made arrangements to give both class instruction and demonstrations in a course of general mechanical engineering. Mechanical design, machine and engine design, boiler firing, drawing office work and elementary mathematics will be included in the course. This course should be interesting and profitable, and appreciated by the young men not in a position to secure a training in the large technical colleges.

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The building records of United States cities show a decrease every month of this year compared with 1907. In July the decrease was only trifling, but in eight months in seventy-seven cities it amounted to 27 per cent. New York shows a very marked decline, viz., 29.5 per cent.; Detroit, 18.3 per cent.; Duluth, 22 per cent.; Toledo, 32 per cent.; Portland, 15.4 per cent.; Philadelphia, 37.4 per cent. But some cities, notably Baltimore, Louisville, Syracuse, Minneapolis, exhibit an increase in building.

GLASGOW TECHNICAL COLLEGE.

Through the courtesy of the secretary and director we have received a copy of the Calendar for 1908-9 of the Glasgow and West of Scotland Technical College, 448 pages. It contains, in addition to minute particulars as to subjects, examinations, lectures, etc., a history of the college and of Allan Glen's School, the College of Science and Art, and other venerable institutions now amalgamated with it. The scope and extent of this splendid technical school is indicated in the seventeen pages occupied by the list of professors, committees, and their respective subjects. The citizens of Glasgow are proud of it, and well may they be so. At a public meeting held in 1900 a committee was formed to procure subscriptions. A building and equipment fund of over £300,000 sterling has been raised. The first section, comprising five acres of floor space, was opened in 1905; the second, mainly for the decorative trades, during the present year. The splendid pile of Scotch granite, Dumfries red stone, and white enamelled brick will, says the Calendar, "form, when completed, the largest structure of the kind in Britain."

EDUCATIONAL PUBLICITY.

"The technical treatise," so says Walter B. Snow, Publicity Engineer, of Boston, in a recent article in the American Exporter, "represents the highest standard of educational publicity, aiming toward the ultimate sale of certain products or the introduction of new methods. Such a treatise must of necessity have substantial merit from the engineering standpoint. It must take the form of a book to be sought and cherished, one to be kept on the library shelf of every progressive engineer. It may even serve as a text-book in the technical schools."

"In fact, such schools present a field for the legitimate inculcation of knowledge regarding certain devices and processes which broad-minded manufacturers assiduously cultivate. They are willing to wait for a period of years for the fruits of their effort, which can only be gathered when the graduate reaches a position of responsibility in the specification and purchase of equipment. The legitimacy of this form of publicity is frankly recognized by the schools, for their practical teachings are of necessity based upon the practical developments along engineering and allied lines in the commercial world. In fact, the technical catalogue and treatise is of necessity the forerunner of the text-book, and pending the publication of the latter must serve in its place as the medium for presenting the most recent developments and practice."

PRECIPITATION FOR AUGUST, 1908.

The table shows for seventeen stations included in the report of the Meteorological Office, Toronto, the total precipitation at these stations for the month. Ten inches of snow is calculated as being the equivalent of one inch of rain:—

Station.	Depth in inches.	Departure from average of 20 years.
Victoria, B.C.	0.7	+ 0.1
New Westminster, B.C.	1.0	— 0.6
Kamloops, B.C.	1.5	+ 0.5
Calgary, Alta.	1.5	— 1.0
Edmonton, Alta.	1.7	— 0.3
Swift Current, Sask.	1.1	— 0.7
Regina, Sask.	1.4	— 0.3
Winnipeg, Man.	2.5	0.0
Port Stanley, Ont.	4.3	+ 1.7
Toronto, Ont.	2.8	+ 0.2
Parry Sound, Ont.	3.7	+ 0.9
Kingston, Ont.	2.8	+ 0.4
Ottawa, Ont.	1.4	— 1.6
Montreal, Que.	2.8	— 0.6
Quebec, Que.	5.7	+ 1.9
Chatham, N.B.	4.1	+ 0.1
Halifax, N.S.	10.7	+ 6.4

ANNUAL MEETINGS.

Company.	Day.	Time.	Place.
Bay of Quinte Ry....	Sept. 14	3.00 p.m.	Deseronto
Oshawa Railway	" 14	2.30 p.m.	Deseronto
Thousand Islands Ry. "	14	2.00 p.m.	Deseronto
Kaslo and Lardo Duncan Railway	" 14	12.15 p.m.	Kaslo, B.C.
Bedlington & Nelson Railway	" 14	12.30 p.m.	Kaslo, B.C.
Temiscouta Railway ..	" 15	3.00 p.m.	Quebec
Ottawa & N.Y. Ry....	" 15	3.00 p.m.	Ottawa
G.T.P. Railway	" 15	Noon	Montreal
Ontario Bank	" 16	11.00 a.m.	Toronto
Vancouver, Westminster and Yukon Ry.....	" 16	3.00 p.m.	Vancouver
Pacific Northern and Omineca Ry	" 16	Noon	Victoria
G.T.P. Branch Lines..	" 16	Noon	Montreal

In discussing steam superheating before the American Society of Mechanical Engineers, Mr. R. W. Stovel recently remarked that, in general, the less economical the prime mover is without superheat, the greater will be the advantages derived from superheat. With normally designed stations between 2 and 3 per cent. of the annual cost can be saved by the use of superheat, and in advance of determinations for each case it is as probable that this will be done by 100 degrees of superheat as by 200 degrees.

A COLD FACT

¶ During the First Six Months of 1908 the subscription receipts on the Canadian Engineer in cold cash were 50% more than during the twelve months of 1907.

¶ There is only one explanation--It is this--We are giving the civil engineers and contractors of Canada the kind of information they are looking for.

¶ All readers of the Engineer possess purchasing power in themselves--the kind of subscriber the intelligent advertiser is looking for.