

by the Government becomes law, we will have a continuation of badly laid out streets, without provision for parks and playgrounds and public squares, and it is quite likely that we will continue to place our public buildings in the most unsuitable surroundings.

It is to be hoped the Government will reconsider their measure and find some better plan of retaining their interest and securing revenue than by so heavily taxing those who would design for the future as well as build for the present.

CONTRACTORS' DIRECTORY.

In this issue of The Canadian Engineer there will be found on page 12 the commencement of a list of Canadian contractors and engineering-contractors.

Such a list in an engineering journal is a new departure, but it is opened with the idea of increased service to our readers and to our advertisers.

The work of the engineer and the contractor lie close together; they have so many matters of common interest that such a list appears to come naturally to a journal reaching the civil engineers.

We confidently expect that this list will be used by municipal officers and engineers wishing to get in touch with contractors who are ready to take up new work.

The contractors, in addition to this service, will find that supply houses with new ideas and new propositions to place before possible purchasers will through these columns get in touch with them.

We are under the impression that this new service will be appreciated by a large number of contractors who have been doing large work for years, but have not as yet had an opportunity of keeping their names before the public, so that when they come into new districts or undertake new work they will not be unknown, either among those who have charge of work or those who

AN EDITORIAL ANNOUNCEMENT.

Commencing next week, Mr. L. W. Gill, M.Sc., Kingston, Ont., will contribute a series of articles dealing with Elementary Electrical Engineering. Although some space will be devoted to theory, many very practical problems will be suggested and solved.

EDITORIAL NOTES.

The first issue of each month contains an insert usually of special interest and particular value to engineers. We will be pleased to furnish the inserts in any quantity to those desiring them.

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The Government of Nova Scotia has introduced into the Legislature an "Eight-hour day bill." All stores, factories and street railway companies are forbidden to ask their employees to work more than six days a week or ten hours a day. There is a penalty attached, and the maximum fine is \$50 for each offence or three months imprisonment. It is unfortunate that it appears necessary to so compel municipalities to be reasonable with their men.

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During the first few days the Information Department established by The Canadian Engineer at its Toronto office has been instrumental in placing a number of engineers in touch with men who required their services.

Spring has already touched many Canadian points, and the demand for increased assistance is becoming apparent. We have on file particulars of the experience of some eighty technically-trained men desirous of improving their professional standing, but occasionally we are asked to fill positions for which we have not suitable clients. We want our readers to take full advantage of our services. Through the lack of your address and details of your record we were reluctantly compelled to let a desirable position "go begging." Tell our Information Department what kind of work you are looking for. "Send for a blank."

PRECIPITATION FOR FEBRUARY.

Over the eastern portions of the Dominion exclusive of northern and north-western Ontario, the precipitation was in excess of the normal amount, as it also was in Vancouver Island; but from about Lake Huron westward to the Pacific Coast, there was a very general deficiency. In the Maritime Provinces the greater part occurred in the form of rain, and in Ontario and Quebec, while there were several days of rain, the major part of the moisture fell in numerous light snowfalls. In the Western Provinces there was no rain and the snow was very light, except in Eastern Manitoba, where there were several considerable falls. Heavy snowstorms occurred in British Columbia and in Vancouver Island the total precipitation was in excess of the average.

Depth of Snow.

At the close of the month the Dominion was snow-covered, with the exception of parts of Southern Alberta and some of the lower levels of British Columbia. The greatest depth was in Ontario, north of the great lakes, and in Northern Quebec, where it was from twenty to forty inches. From five to ten inches near Lake Ontario was the least depth in Ontario. In the Maritime Provinces, twenty inches in Northern New Brunswick diminished to less than ten inches near the Bay of Fundy, and in Nova Scotia and Prince Edward Island. In the northern portions of Manitoba, Saskatchewan and Alberta, the covering was from ten to twenty inches, while southward near the boundary the depth averaged about eight inches east of Moose Jaw, and but a very light covering further west. In British Columbia, after many heavy storms, the snow is deep at the higher levels, but near the coast and at the low levels there is little, if any.

The table shows for fifteen stations included in the report of the Meteorological Office, Toronto, the total precipitation of these stations for February.

Ten inches of snow is calculated as being the equivalent of one inch of rain:—

Station	Depth in inches	Departure from the average of twenty years
Calgary, Alta.	0.9	+ 0.35
Edmonton, Alta.	0.1	— 0.64
Swift Current, Sask.	0.6	— 0.05
Winnipeg, Man.	1.6	+ 0.91
Port Stanley, Ont.	3.4	+ 0.42
Toronto, Ont.	3.2	+ 0.88
Parry Sound, Ont.	3.5	+ 0.27
Ottawa, Ont.	2.3	— 0.20
Kingston, Ont.	2.7	+ 0.61
Montreal, Que.	4.6	+ 1.37
Quebec, Que.	3.9	+ 0.84
Chatham, N.B.	2.8	+ 0.01
Halifax, N.S.	7.0	+ 2.48
Victoria, B.C.	4.7	+ 1.13
Kamloops, B.C.	0.9	+ 0.08