Two years ago the city of Toronto engaged a principal assistant engineer that Mr. Rust might have more time at his disposal in which to deal with the large general engineering problems that face the city of Toronto. Toronto is one of the most important cities of the Dominion, and the position of city engineer for Toronto is one of the most responsible in the Dominion. It is strange that a corporation that has had so many years of faithful, public-spirited service from Mr. Rust is not prepared to give him a freer hand to deal with the city's engineering problems.

It may be that this report will do one thing: it will impress upon the city fathers that they have paid a firm of American engineers a sum equal to the city engineer's salary to be told just what he told them three years ago.

PUBLIC CURIOSITY.

(Railroad Age Gazette.)

Another class of automobile items in which railway men take an interest is illustrated in the following:—

Nahant, Mass., Sept. 11.—Albert E. Hanna and Mrs. Fannie Reed were killed when an automobile, in which they were riding, crashed into an electric light pole on the Nahant Road early to-day. The tires on both rear wheels burst, and Hanna lost control of the machine while it was travelling at high speed.

If a prominent citizen was killed by the derailment of a passenger train the public's demand for information would cover all questions that the reporters and editors could possibly think of. Imagine these questions applied to this case (or to the case of the President of the United States if he had been killed on that 75-mile fast motor trip from the New Hampshire mountains to Beverly): What was the quality of those tires? Did they come from the shop of the best maker? Had the proprietor of the car been so penurious as to let them become too much worn? Were they carefully inspected at every stop? Was the steering gear in good order? Was the chauffeur's brain in good order? Had he a first-class record for sobriety, experience, cautiousness and all the other virtues? Was he strictly complying with the by-laws of the town through which he was passing? Was he sleepy from having worked long hours? Was the proprietor of the car an oppressor of "labor"? And so on. It will, indeed, be a considerable time before automobile travelling will be as safe as railway travel.

EDITORIAL NOTE.

The annual report on highway improvement in Ontario for 1910 has just been received. One of the most interesting sections is that dealing with the new Eaton road.

PRECIPITATION FOR AUGUST.

In British Columbia the rainfall was very deficient over Vancouver Island and the Lower Mainland, but rather more than usual at certain interior points. Alberta and Southern Saskatchewan recorded a rainfall of from 2 to 4 inches, which is from one-third to a half in excess of the average amount. In North Saskatchewan and Manitoba the rainfall did not reach the usual quantity. In Ontario and over Western Quebec it was nearly everywhere heavy and well above the average, whereas in Eastern Quebec and over the Maritime Provinces it was generally moderate and much below the average. The total fall at Charlottetown was less than an inch, being 2.70 inches below average. Halifax was also 1.80 inches below the average. The greatest total fall for the month reported from any one station was 6.2 inches at Wiarton, Ont., and the smallest 0.25 inch at Cowichan, B.C.

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

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.	4.00	+ 1.48
Edmonton, Alta.	2.90	+ 0.60
Swift Current, Sask.	2.30	+ 0.40
Winnipeg, Man.	2.10	— 0.20
Port Stanley, Ont.	1.20	— 1.30
Toronto, Ont.	3.10	+ 0.40
Parry Sound, Ont.	4.60	+ 1.60
Ottawa, Ont.	4.40	+ 1.20
Kingston, Ont.	3.90	+ 1.00
Montreal, Que.	5.90	+ 1.90
Quebec, Que.	3.50	— 0.40
Chatham, N.B.	3.10	— 0.90
Halifax, N.S.	2.70	— 1.80
Victoria, B.C.	0.40	— 0.20
Kamloops, B.C.	1.60	+ 0.58

UNIT COST OF CONCRETE BUILDINGS.

In a recent paper on the "Cost of Reinforced Concrete Construction," Mr. Leonard C. Wason, president of the Aberthaw Construction Co., Boston, Mass., presents specific costs upon a large number of buildings, among which are several designated as factories, mills, etc. The figures relating to these have been arranged in the accompanying table, which presents not only costs for given floor areas, but also unit costs per square foot of floor and per cubic foot of space. In some cases these figures are based upon exact total costs and in others upon bona fide bids:—

Cost of Concrete Manufacturing Buildings.

Job Cost.	Volume in cu. ft.	Floor Area in sq. ft.	Unit Cost per cu. ft.	Unit Cost per sq. ft.
$ 12,774	112,440	7,519	$.114	$1.70
44,652	746,674	49,546	.060	.902
39,830	312,000	24,960	.127	1.60
19,292	212,400	15,000	.091	1.28
141,529	1,327,868	106,022	.107	1.335
91,377	1,380,500	90,240	.067	.101
13,064	105,500	8,800	.124	1.485
75,604	1,211,364	74,604	.0625	1.01
23,332	180,000	16,394	.129	1.42
66,516	544,788	44,175	.122	1.51
113,288	1,271,300	129,920	.0891	.875
90,703	1,622,128	152,200	.056	.60
72,048	1,331,200	83,200	.054	.865
85,754	1,752,609	81,500	.048	1.05
122,128	2,641,000	98,059	.046	1.25
94,341	2,036,731	147,000	.046	.542
129,405	2,867,535	157,730	.045	.82