

## OBITUARY.

**Toronto, Ont.**—A Dominion Government purchasing agent has secured an option on property at the south-west corner of Saulters Street and Queen Street East. It is said that the property is wanted as a site for the new post office, which will cost about \$200,000.

**West Toronto, Ont.**—The General Fire Extinguisher Company has taken out a permit for a two-story warehouse in Dundas Street near Chelsea Avenue. It will cost \$40,000.

**Wetaskiwin, Alta.**—Construction work has been started on a new factory for the Vulcan Automobile Company.

## BRIDGES, ROADS AND PAVEMENTS.

**Brockville, Ont.**—There is a probability of Main Street being paved at a cost of \$53,000. Mr. J. H. Bryson is the engineer of this municipality.

**Toronto, Ont.**—As a means of lessening the traffic on Queen Street the municipal Works Committee have recommended that Sydenham Street be extended westerly to Shuter Street. The estimated cost of this work is given as \$65,000.

**Toronto, Ont.**—The Works Commissioner will confer with the proper railway officials on the matter of constructing a bridge over the tracks near the ferry wharves on Bay Street.

**Victoria, B.C.**—The City Engineer will experiment on the dust laying properties of oil on the streets of this city.

## FIRES.

**Crescent Valley, B.C.**—The planing mill of the British Canadian Lumber Company was destroyed by fire. Crescent Valley is near Nelson.

## TRADE ENQUIRIES.

The following were among the inquiries relating to Canadian trade received at the office of the High Commissioner for Canada, 17 Victoria Street, London, S.W., during the week ending June 3rd, 1912:—

A Welsh firm of mineral water manufacturers desire to appoint as their agents a first-class Canadian house having branches all over the Dominion.

A London firm desire the representation of a Canadian wood pulp manufacturer.

A London correspondent is prepared to negotiate with Canadian manufacturers for the sole right to manufacture in the Dominion certain specialties in which he is interested, and which include paints, enamels, soaps, varnishes, soluble oil, distempers, disinfectants, etc.

A North of England firm of glass manufacturers are considering the appointment of Canadian agents.

A London firm make inquiry for the names of Canadian manufacturers of maple meat skewers.

From the branch for City Trade Inquiries, 73 Basinghall Street, E.C.:—

A Nottingham company manufacturing laces of all classes are open to consider the appointment of responsible resident agents in the principal Canadian centres.

A Yorkshire company manufacturing wire for brushes, meters, mattresses, cloth, and all purposes except fencing: also wire ropes, twines, and engineers' supplies, wish to make arrangements for the sale of their goods in Canada.

## PATENTS.

The following is a list of patents recently issued through the agency of Messrs. Ridout & Maybee, Manning Chambers, Toronto, Canada:—B. R. Seabrook, tops for cans and the like (case 1); B. R. Seabrook, tops for cans and the like (case 2); J. T. Thompson, display devices; W. R. D. Innes, railway sleepers (tie); John Little, rail placing machine; Fred. McRea Bawden, molds for pneumatic tire covers.

United States:—Clifford Guise, swivel; George Fulton, wooden floor coverings; H. E. T. Haultain, weight recording mechanism; H. E. T. Haultain, registering weighing apparatus.

**E. H. Keating**, former municipal engineer of Toronto and later general manager of the Toronto Railway Company, died at his home, 9 Castle Frank Crescent, Toronto, on June 18th last.

Mr. Keating was a native of Halifax, Nova Scotia, and received his early education at the Dalhousie University and the Chicago Academy, after which he studied engineering under Mr. George Whiteman, Provincial Government Engineer of Nova Scotia, and Sir Sandford Fleming.

In his earlier engineering career Mr. Keating was assistant engineer of the Pictou Extension Railway in Nova Scotia, chief draftsman of the Windsor and Annapolis Railway, contractors' engineer for the European and North America Railway, N.B., assistant engineer of different divisions of the Intercolonial Railway, division engineer in charge of exploration for the Canadian Pacific, City Engineer of Halifax, N.S., and also engineer of the Halifax graving dock.

It was while City Engineer of Duluth that the then Mayor, R. J. Fleming, invited Mr. Keating to Toronto to become City Engineer, which position he held from 1892 to 1898.

Mr. Keating was recently honored by the Institution of Civil Engineers of Great Britain. He is a Past President of the Canadian Society of Civil Engineers, a member of the Engineers' Club, Toronto, and the American Society of Civil Engineers.

## "ROCMAC" MACADAM BINDER.

Power was turned on at the new mill of the Rocmac Road Corporation at Thorold, Ont., last week and this firm is now prepared to fill orders for Rocmac solutions made in Canada.

Although distinctly a Canadian Company, the Rocmac Road Corporation has had a mill in operation at Tonawanda, N.Y., for over a year, and has met with considerable success in New York State. Originally Rocmac was an English road and was first laid in Halifax, England, on the Skircoot Green Road, in 1907. The results on this first road have been excellent, especially in contrast to an adjoining length of ordinary macadam. Rocmac has also worn well on roads in the United States and Canada and has shown up particularly well on a strip of road in Victoria Park, near the Horseshoe Falls, where it is almost continuously wetted by the spray from the falls.

The chief difference between Rocmac and the ordinary macadam is in the binding material. The requirements of a good road are far more exacting to-day than in Macadam's time, and automobiles require a dustless, durable road, formed with a binder which will not disintegrate or deteriorate and which eliminates, or greatly reduces, maintenance charges. It is said that the Rocmac solution fulfils these requirements of a good binder.

The materials used in the construction of Rocmac are limestone, containing a specified proportion of carbonate of lime, crushed to pass a  $\frac{1}{4}$ " screen; any hard rock ordinarily used for macadam roads, preferably trap or granite of a size known as No. 2 or No. 3, mixed in about equal proportions of each; and the Rocmac chemical solutions.

The method of building the road is to form a matrix by thoroughly mixing the limestone dust with the solution; this matrix is laid upon the road and the macadam is placed upon the top of it and rolled in until the matrix entirely fills up the interstices and comes to the surface.

When the road has become thoroughly packed by the rollers, a grout appears from the matrix below, so proving that all cavities have been filled. A thin coating of limestone is spread over the road to absorb the excess of solution and to form a cushion for the horses' feet while the process of setting goes on. Traffic is not impeded during construction.

The Rocmac solution is a silico-saccharate. It contains no asphalt, pitch, tar or oil and is entirely harmless to surrounding property during the laying or after the completion of the road. There is no unpleasant odor or damage to vegetation, vehicles or clothing. The surface of the road when finished has the appearance of an ordinary macadam road. A point in favor of Rocmac which will be thoroughly appreciated by Canadian engineers in some sections of the country is that it can be laid in any weather.