

Baines & Peckover.—W. M. David and Frank Evans exhibited roadway reinforcing and contractors' supplies.

Alfred Rogers.—Attractive booth arranged to exhibit Saugeen, Hanover and Pyramid brands of cement. In charge of J. Lavelle, J. Wright and John Kelly.

Canadian Crushed Stone Company.—Mr. Watson was in charge of exhibit of various grades of crushed limestone.

Canadian Fairbanks-Morse Company.—Literature was distributed and views shown of full line of road machinery. No exhibit was made of the machinery, but W. F. Brownrigg offered to give a shrapnel shell to every delegate who would go to the factory with him to inspect the road machinery on exhibit there.

Ontario Trap Rock Company.—Exhibit of trap rock shown by J. W. M. Cousins.

Lecky & Collis.—W. S. Lecky exhibited models of cube concrete mixers and of the road machinery built by the American Road Machine Company and the hoisting engines built by the Doty Engine Works.

Fibred Asphalt Paving Company.—Samples of fibred asphalt were shown by Mr. Stevenson.

Trussed Concrete Steel Company.—H. J. Stambaugh and F. E. Aytoun showed Kahn reinforcing for roads, and also curb bars and concrete road joints.

Canadian Equipment Company.—Photographs of Bucyrus revolving shovels and of the general line of road machinery built by the Western Wheeled Scraper Company were shown by John G. Beck.

Dunn Wire-Cut-Lug Brick Company.—Carnations were distributed freely from this booth by Frank Goodman, the Canadian representative, and F. Townsend, the engineer of the company. Samples of brick and views of brick streets were shown.

Canadian Ingot Iron & Culvert Company.—Corrugated iron culverts built of Armco ingot iron were exhibited by James Moore and Fred Brearley.

Rocmac Roads, Limited.—Numerous views of Rocmac roads were shown by M. J. Allen, John Sears and several of the engineers who are connected with the United States branches of the company.

Asphalt and Supply Company.—An interesting exhibit of sections of various kinds of bituminous pavements and mastic. Samples of different grades of road oils and asphalts were shown, as well as views of streets and roads, and also a flapper machine for spraying "Fluxphalte" road dressing. W. A. Morris and A. d'Estiambre were in charge.

Ontario Asphalt Block Co.—An elaborately arranged exhibit in miniature of an ideally laid out asphalt block street, with grass plots, concrete sidewalk, lighting posts and other features complete. In charge of J. F. Reid and H. E. Warden.

Philip Carey Co.—Model strips of wood block, concrete and brick pavements shown, illustrating the use of Elastite paving joint. Robt. Purves in charge.

Creosoted Block Paving Co.—Large models of creosoted wood block laid on creosoted plank as bridge flooring, and of creosoted block with pitch filler on concrete foundation for street paving. Lug block and views of pavements were also shown by J. L. Boyd.

Imperial Oil Co.—Samples of various grades of Standard Mexican road oils and asphalts distributed by G. G. Underhill and W. B. Irwin. Numerous views of roads and streets were shown, and a particularly fine view of the large works at Sarnia, Ont.

Canada Cement Co.—Views of concrete roads were shown. A feature that attracted considerable attention was a beautiful rustic fence which was made of concrete. Information regarding cement was given by J. F. Rhodes, C. C. Lapierre, W. A. Toohey, F. A. Robertson, C. P. Botsford and Leo Charpentier.

Canadian Clay Products Bureau.—Benjamin Brooks, engineer of the International Clay Products Bureau, gave information regarding vitrified clay pipe for culverts. An elaborate culvert constructed of clay pipe and brick was exhibited in the booth.

Paterson Manufacturing Co.—B. E. Smith and J. B. Duntley showed views of streets and roads built with Tarvia, and showed samples of Tarvia A, Tarvia B and Tarvia X.

Province of Ontario.—Interesting models of different kinds of roads were exhibited, showing sections of the roadways and the various steps in construction of same.

Wettlaufer Bros.—An extended line of contractors' machinery was on exhibit, including rock crushers, tile machines, hoists, concrete mixers, etc. Special interest was aroused by the new combination road roller and paver. W. E. and John L. Wettlaufer were in charge.

J. I. Case Threshing Machine Co.—A. H. Alfsen, the newly appointed manager for Canada, demonstrated a crushing and screening outfit, a road roller and a grader.

Sawyer-Massey Company.—One of the most complete exhibits, and that which occupied the most space. There were shown wheel scrapers, dump wagon, road roller, crushing and screening plant, portable gasoline engine, stone and gravel spreader wagon, drag scrapers, combination tank wagon and sprinkler, plows, portable boiler, graders, etc. M. J. Allen and A. J. Mumford were in charge.

Petrolgas Safety Burners.—Exhibit of safety burners by H. D. Sutherland.

Albion Motor Car Company.—There was exhibited a motor road roller made by Barford & Perkins, of Peterborough, England.

McLaughlin-Buick Company.—A convenient type of automobile for engineers and contractors was shown.

SURVEYS ACT AMENDMENT.

A bill, introduced by Mr. G. Howard Ferguson, M.P.P., is now before the Ontario Legislature to amend the Surveys Act by adding a clause relating to the marking of angles on lots or on laying out new streets, to the calculation of bearings on plans of subdivisions and to the materials of which monuments should consist. The section which Mr. Ferguson proposes is to be known as Section 47, and is as follows:—

Every angle in the exterior boundary of a subdivision plan of an original lot or part of an original lot or of any subdivision plan laying out a new street shall be marked by monuments, and all bearings on every such plan shall be calculated from one course in the said boundary to be designated on the plan as the governing line, and the course of the said governing line shall be determined by astronomical observation or other satisfactory method, such monuments to be composed of,

(a) Stone or reinforced concrete, 4 inches square at the top, 8 inches square at the base, and 4 feet 6 inches in length; or

(b) Iron bar 1 inch square and 5 feet long.