

PERSONAL.

W. COLIN EWING has been appointed junior assistant to Mr. F. G. Goodspeed, district engineer of St. John, N.B.

R. H. FLAHERTY, of Port Arthur, Ont., has returned from an exploration of Ungava district, in the interest of Mackenzie and Mann.

A. E. ROSEVEAR, assistant general freight agent of the Grand Trunk at Montreal, has been appointed assistant to vice-president, with office at Montreal.

HON. LOUIS CODERRE, M.P. for Hochelaga, Que., has become Secretary of State and head of the Department of Mines, which has been transferred from the Minister of the Interior to the Secretary of State.

R. S. LEA, the well-known consulting engineer, of Montreal, is on a five-week Western trip. He will visit Medicine Hat, Edmonton, Kamloops and Vancouver, in all of which cities he has been retained in connection with large engineering undertakings.

EDWARD L. COUSINS, B.A.Sc., engineer to the Toronto Harbor Commission, is a graduate in civil engineering

of the University of Toronto. The Harbor Commission, who were appointed last fall, chose him as their engineer in January of this year. Mr. Cousins was appointed divisional engineer for the Grand Trunk Railway, with headquarters in Toronto, on graduation. In July, 1910, he became Assistant City Engineer in charge of railways, bridges and docks. He was born in Toronto,



Mr. E. L. Cousins, B.A.Sc.

and received his early education at St. Andrew's College. The plans of the Toronto harbor improvement, which appear in this issue, were prepared under his direction.

DR. FRANK D. ADAMS, dean of the Faculty of Engineering, McGill University, was recently the guest of honor at a dinner given at Albany, N.Y., by Dr. John M. Clarke, the state geologist, to celebrate the dedication of the new State Survey and Museum Building.

DAVID WHITE has been appointed by the secretary of the interior as chief geologist of the United States geological survey to succeed Waldemar Lindgren, who leaves Washington to become Rogers' professor of geology and head of the geological department of the Massachusetts Institute of Technology.

FRED. A. ROBERTSON ('08 Science, University of Toronto) who has been in charge at the Toronto office of the cement and reinforced concrete departments of the Canadian Inspection and Testing Laboratories Company, Limited, has severed his connections with the above concern to join the selling forces of the Canada Cement Company, Limited, out of Toronto.

ROC MAC CONSTRUCTION.

During 1911 a 1,200-ft. section of Yonge Street, at Toronto, Ont., was reconstructed for 30 ft. of its width with broken stone and the preparation "Roc Mac." The method of construction, as described in the last annual report of the city engineer, was as follows: The surface of the old macadam was first swept thoroughly in order to remove as much of the mud as possible. Upon this prepared base a paste consisting of a mixture of limestone dust and Roc Mac solution was then spread to a depth of about $1\frac{1}{2}$ or 2 ins. The proportions of this mixture were $\frac{2}{3}$ cu. yd. of dust to 5 gals. of the solution. Granite crushed to about a 2-in. size was then evenly spread to a depth of from 3 to 4 ins. The pavement was then rolled until the paste worked through the stone from the bottom and formed a slurry on top. All surplus slurry was always swept forward to the head of the work. This character of work depends for its existence largely on the care with which the rolling is done, it being necessary to carry on the rolling constantly until all voids are absolutely filled. Yonge Street carries perhaps a larger volume of traffic entering and leaving the city than any of the other main entrances, and during the progress of the work described above, this traffic was not interrupted for a moment, all vehicles being allowed to drive over the work no matter what stage it was in. It was found that the roadway when completed, although roughly used, had a very hard, compact surface, and for the few months subsequent to its completion it has carried all traffic without receiving any apparent impression other than that shown in the thin film of mud covering it in wet weather. The cost of the work was about 78 cents per square yard.

THE NOBEL PRIZE.

The Nobel Prize for physics has been awarded Gustaf Dalen, a Swiss engineer, who is head of the Stockholm Gas Company.

The Nobel Prize for chemistry has been divided between Prof. Grignard, of Nancy University, and Prof. Paul Sabatier, of Toulouse University.

The value of these prizes is \$38,600 each

ELECTRICAL MEETING IN MONTREAL.

Mr. Fred Thompson gave an interesting paper before the Electrical Association recently on "Some Early Electrical Installations in Montreal." In 1883, he said, it was considered necessary to give an exhibition, and it fell to his duty to show some of the wonders of electricity in heating, cooking and lighting. The cooking demonstrations on electric stoves were, however, faked, and the tasty beefsteaks, fried eggs, tea and toast that were so praised were spirited from a back room, where they had been cooked on a gas stove, while those tried on an electric stove were badly frizzled.

The lighting of McGill University in 1884, when the British Association, headed by Lord Kelvin, visited the city, and how they had to run wires over citizen's front doors, trees and shutters, and how citizens were unable to open their doors, and threatened legal proceedings, was told in a most interesting manner by the speaker, who said that the ladies had taken a fancy to learn electricity, but their ardor cooled when they were put to covering wires, which was a very dirty job.

The establishment of connection between Montmorency Falls and Quebec, the running of wire across Victoria Bridge, and the railway experiments in 1892 were also referred to by the lecturer.