Hydraulic lime must stand a tensile strain of 70 lbs. per square inch, mixed in proportion of two of sand, to one of hydraulic lime after being seven days in water, one day being in air before being put in water.

58. The stone used in all masonry on the line of railway must be of durable character, large, well proportioned and well adapted for the construction of substantial and permanent structures.

59. The masonry will be classified as follows :—

First class masonry	.....	in cement (Portland)
" "	.....	in hydraulic lime
Second class "	.....	in hydraulic lime
" "	.....	dry

60. *First class masonry* shall be in regular courses of large well shaped stone, laid in mortar on their natural beds; the beds and vertical joints will be hammer-dressed, so as to form quarter-inch joints. The vertical joints will be dressed perfectly parallel throughout. The work will be left with the "quarry face," except the outside arises, ice-breakers, string and coping, which will be chisel-dressed.

61. The courses of first class masonry will not be less than twelve inches, and they will be arranged in preparing the plans to suit the nature of the quarries. Courses may range to twenty-four inches, and the thinnest courses invariably be placed towards the top of the work.

62. Headers will be built in every course not farther than six feet apart; they will have a length in line of wall of not less than twenty-four inches, and they must run back at least two and a half times their height, unless where the wall will not allow this proportion, in which case they will pass through from front to back. Stretchers