

curb or mould to allow for a four foot walk was set firmly on this foundation; it was built high enough to hold four inches of cement composition.

The work itself well exemplified the principle of division of labor; each man had his own particular part to play. There were ten men in the gang; the foreman had a general oversight of all the work and workmen, and shared in the labor when opportunity or necessity arose; wagons were employed in hauling gravel or sand from pits on the farm and also the cement from the railway car.

The first layer was a "grout" three inches in thickness. It was composed of one part of cement and eight parts of good clear sandy gravel. The largest stones permitted was of about a two inch diameter. Measurement of the proportions was not made with exactness but estimated in wheelbarrow loads. A layer of the gravel was spread on a "mixing-board" with a layer of cement over it, and a large pile built up in this way. Four men then shovelled it back and forth until it was thoroughly mixed. Preparatory to adding the water, it was shovelled into a large concave ring. Sufficient water was added so that after it was well mixed in the wet state, a handful would retain its form after squeezing. It was now shovelled into the moulds and packed firmly. It was not however allowed to lie in one continuous mass; a large bladed knife was used for making a one-half inch cut every five feet, and this was filled with clear sand.

In the meantime, another cement mixture was being made on another "mixing-board". It was made of one part cement and two parts of clean gritty sand, and after complete mixing and proper wetting was quickly thrown in the mould to the depth of one inch, spread, packed, levelled off with a "straight-edge" and "floated" or smoothed with a wooden "float", a tool like a steel trowel in form. As a precaution against heaving by frost an indentation was made by means of a "divider" every five feet and immediately over the corresponding cut in the grout layer. This completed the sidewalk building, but in order to protect it against too rapidly drying it was covered with canvas for a few days.

The cement cost about \$1.85 a barrel at the mill. Freight and cartage were added to this cost. It was all shipped in bags,