into a small furrow. In this way an almost vertical face may be produced. Limestone screenings may then be placed along this edge for backing. A 1 by 10 inch form properly braced is placed along the inside edge of the walk before construction and is usually left there.

A method sometimes used for the outside face is a 2 by 10 inch form braced by means of 4-inch cedar posts placed every six feet on the walk side of the form and driven one foot into the ground. This is not to be recommended as the posts will eventually be heaved up by the action of the frost, thus destroying the wearing surface, and the form soon rots out.

The life of the asphalt crossings is found to vary from ten to twenty years. This together with such a low initial cost renders them vastly preferable to plank crossings and even to many of the more expensive crossings, such as those built of concrete, brick, or stone. For example there are several crossings built of asphalt in Kingston which have outlasted the surfaces of heavy concrete crossings of the same age and two to three times the initial cost. Another point in favor of asphalt for both crossings and walks is its elasticity, which when not too great is very desirable.

Several varieties of asphalt and constructions of the different varieties have been tried in this city, such as Trinadad Lake, Kiola, and Acme. The latter brand is at present used and the mixture as given is found to be simple and to produce good results.