

It will be noticed that the charge for fuel is very small. That is due to the fact that the fuel is obtained from the old plank walks which were torn up when being replaced by new walks. The only charge, therefore, is that of cartage.

The cost of crossings is less than that of walks as the expense of preparing the foundation is a little more with the latter than with the former, and more tarred gravel is required in the case of the walks to give the surface mixture a firm base.

The manner of construction of the asphalt crossings is as follows:—

*Surface Mixture.*

(a) 270 pounds of Acme asphalt are heated to 300 degrees Fahrenheit and kept at that temperature for about two hours, being constantly stirred.

(b) 20 bushels of medium coarse sand, screened of all material 1-8 of an inch and over, are then heated to drive off the moisture.

(c) The asphalt and sand are then thoroughly mixed by hand on the mixing-board.

*Laying on Macadam Roadways.*

A furrow is picked up along the edge of the crossing so as to produce the desired camber and to prevent the wheels of vehicles from cutting into the asphalt. A load or two of tarred gravel in addition to this may be required along the length of the crossing.

The asphalt surface mixture is then laid on the foundation as prepared to a depth of two inches. It is then well tamped and pounded along the edges and thoroughly rolled with a heavy two-man roller. The surface of the roller and the pounder are first well oiled so as to prevent the mixture from adhering to them. A thin coating of cement is then sprinkled over the wearing surface and wetted down, about one pound of cement being required for every ten square feet of crossing.

Should the crossing required to be used on the same day or if the work is done in very hot weather, some limestone screenings spread over it and well wetted down will act as a protection.

Asphalt walks are constructed in a similar manner, with the exception of the foundation course. The ground is cleared of all loose material and graded to a firm even base, cinders well sprinkled and tamped being used to bring the walk to the required elevation. On the cinders is placed a 4-inch layer of tarred gravel. This course is then pounded to give a firm even bearing for the surface mixture, which is then laid as before.

On a heavily travelled street with the roadway abutting the walk, a concrete curb of the usual design is built in place along the outer edge of the walk. Wherever feasible, however, the usual custom is to arch the outside edge of the walk and tamp it well