

"Noisiness, if excessive, is another unsanitary feature. A noisy pavement is jarring to the nerves, grating upon the sensibilities, and for either a heavily travelled business street or a residential quarter, a quiet pavement is much to be desired. Noise itself is not always unhealthful. It is doubtful if the workman in a boiler factory, or a railroad engineer or other employee, is much influenced by the noise incidental to his occupation. Both are muscular of body, constantly taking vigorous exercise. But to the more sedentary man of business, whether at high nervous tension in his office or resting in the quiet of his home, a din, constant or intermittent, is a source of annoyance, and as such is wearing on the nervous system. The most objectionable in this regard is granite or other stone block pavement. Vitrified brick is apt, unless great precautions are taken, to create a disagreeable rumbling. Asphalt, wood, and macadam are the least objectionable with respect to noise."

And finally, a little bright gleam athwart our smoky pathway:

"Streets should be the public parks, pleasing to the cultivated taste, adding to the culture and refinement of the people, and enticing them to breathe health and vigor, whether walking, bicycling, riding or driving. Passing along the city street we reach the country highway, which, as a means of permitting the people of the city to leave the congested portions and to reside in the less thickly populated suburbs, forms an important factor in securing public health."

From another source we note that in Lyons, France, a substance called ceramo-crystal, ceramic stone or devitrified glass, is being used as an experiment in street paving.

#### WHEELMEN AS BENEFACTORS.

From the *Baltimore Sun*, through the *Sanitarian*, we also find something on the same subject under the above heading:

"There is no public institution more potent in social, political and commercial well-being than the public highway. . . .

Banded under the banner of the League of American Wheelmen, the riders of the tireless tire have, since their organization in 1880, raised the cry of 'good roads,' and have kept it up with wondrous energy. They have not only through their engineers devised or selected the best methods of making the cheapest durable thoroughfares, but they have conquered many obstacles that have stood between them and other groups of persons who are to be benefited equally with them in securing smooth roads.

. . . The State aid system, as shown in the resolutions, recites that the cost of construction of first-class roads connecting farms with market towns is too considerable to be borne by farm