

4. That it be sanitary; the form and material such that it will be impervious, liquids will not have permanent lodgment and dust will not be easily produced.

5. That it be economical, the durability and service rendered commensurate with the cost of construction and repair.

6. That it be of easy repair, of removal and replacement at a reasonable cost, and with appliances and materials within the control of the municipality.

In view of the foregoing it becomes apparent that an ideal pavement material has not yet been discovered.

Of the pavements commonly used, asphalt, vitrified brick, stone setts, cedar blocks, scoria block, broken stone (macadam), gravel, none are capable of general or even special application, filling all the above conditions, but each possessing merits making it most suitable for streets of a certain class.

Asphalt is a material most suitable for business streets, occupied by retail stores and offices, and, indeed, for all business streets, except purely wholesale sections where slow, rough and very heavy traffic is concentrated, upon which latter, granite setts should be laid. Asphalt, of course, may be used on residential streets, but it is too expensive and does not possess as many desirable qualities for such streets as does first-class macadam properly laid and maintained. Vitrified brick pavements are suitable for many business streets subjected to slow, steady and not very heavy traffic, or to moderate traffic. Owing to its noisiness it is not desirable for residential streets or streets subjected to light, frequent and rapid travel. Excepting where asphalt, stone setts, or vitrified brick are necessary or advisable, broken stone (macadam) should be the standard pavement for streets generally. Cedar blocks should be discarded.

ASPHALT.

With cement concrete sidewalks, stone curbing, and a roadway surfaced with asphalt, a little is left to be desired in the design of a street, so far as it is now possible to reach the ideal. If there is an electric railway on the street, paving blocks or paving bricks should be placed between and adjacent to the rails, as the vibration caused by heavy street cars is very destructive to asphalt.