

rial. The concrete surface will not only need extensive repairs sooner, but the re-surfacing, when that becomes necessary, will be practically a rebuilding. In the intervening space of time, an unsightly road surface will have taken the place of a well known type of construction, more pleasing in appearance, and representing a considerably lower average annual cost than the cement concrete exposed surface.

It may just as well also be considered that when repairs need to be made to a cement concrete road, it requires the same withdrawal of the road from use while the cement sets up that proved such a nuisance at the time of the original construction. This is a matter of very serious inconvenience. The asphalt surface can be repaired and the repaired section thrown open to traffic almost at once.

Beware of the cement concrete road!

An Interesting Summary.

The following table setting forth opposite each point of desirability and economy the relative positions of each of the high grade pavement surfaces in relation thereto is quite interesting. While no doubt many readers will differ in the rating of the several surfaces on some points, the preponderance in favor of the sheet asphalt surfaces is so great that it will take a great amount of shifting of the first merit marks to alter even a little the conclusions drawn by the author.

The figure one indicates first merit, and the different grades of demerit are indicated by the higher figures up to figure five.

The Author's Opinion.

Possibly, after writing at such length upon the subject of street paving economy, the author will be pardoned if he states the general paving policy that he thinks at least ninety per cent of our cities could adopt to their lasting advantage, as follows:

All street roadways to have a pavement which shall consist primarily of a standard Portland cement