

Paris is experimenting with the latest thing in pavement. They call it steel pavement, but it is really a concrete pavement re-enforced with a steel framework. The trial section of it has been laid on the Rue Saint-Martin, in front of the Conservatoire of Arts and Industries.

The metal part of the pavement is a plate of perforated steel with strong bolts of steel running through it between the perforations. Each section has some resemblance to a steel harrow, only the prongs project equally on each side, and they are square and blunt.

The plates are arranged close together on a bed of rough concrete such as is used for wood block pavement. Then a specially prepared cement is shovelled upon them in a soft condition and rammed down until it makes a solid mass, with the steel frame just levelled off evenly with the upper tips of the prongs.

The steel prongs are so close together that the shoe of every horse and every wheel of any width must rest in part on them and in part on the cement. It is expected in this way to secure a highly durable but distinctly uneven surface, one on which horses will have sure footing in all weathers, and on which they can secure the necessary purchase to pull heavy loads.

It will be superior to asphalt in ultimate economy and to wood, both in the better footing that it affords to horses, and in the fact that it will not admit of dangerous ruts developing. The sample laid cost \$5.40 a square metre, a little more than a square yard, but when the work is done on a large scale it is believed the price can be cut to about \$4.50. The life of such a pavement without serious repairs is estimated at ten years as a minimum.



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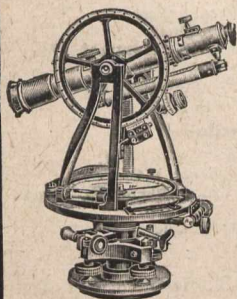
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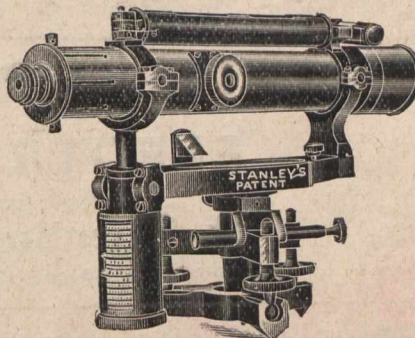
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