

cities most largely paved with cedar block does not bear any ratio to the extent of such pavement; nor does a change from cedar block to another less absorbent pavement produce a noticeable effect on the death-rate."

Next, bacteriology is again to the fore:

"The bacteriological examinations showed that, in specimens taken from blocks which had been in use for four years, and from a depth of one centimetre and two centimetres below the surface, there were at the end of five days 650,000, 220,000 and 12,100 bacteria per gramme of wood. A later examination showed 1,200,000 colonies per gramme in the surface of the wood, and 8,600 colonies per gramme at two centimetres below the surface. An estimate, in terms of its nitrogen, was made of the organic matter absorbed by the wood, and indicated that the surface layer of wood contains more nitrogen than the most polluted soil. A comparative estimate of the pollution of the atmosphere was made by placing a definite quantity of sulphuric acid under a glass bell, on the surface of wooden and asphalt pavements, the result, as indicated by the quantity of ammonia absorbed by the acid, being much in favor of asphalt. The observations show that while a wooden pavement gives absolute protection to the soil and to the sub-soil water, there was considerable atmosphere contamination."

Then other forms of pavement are discussed:

"Broken stone or macadam would next arouse suspicion with regard to its absorptive qualities. There is this great difference between the two, however, that whereas a wooden pavement itself decays and affords food for the decay of other organic matter falling on it, the macadam does not in itself decay. With under-drainage such as well-built macadam roads possess, it should be little more than a good sewage disposal bed for the comparatively small amount of sewage which falls upon it. A macadam pavement can be scraped and swept, it is not noisy, dust can be subdued by sprinkling, and on sanitary grounds appears to be an excellent pavement for residential streets where traffic is not excessive. For business streets or for heavily travelled thoroughfares of cities, a harder surface is advisable.

"With regard to absorption, there can be no objection to asphalt, vitrified bricks nor stone blocks. Asphalt is impervious to water; while the joints of brick or stone pavements are practically perfect so far as absorption is concerned. To be sanitary a pavement should not be dusty. The dust of a pavement is not only an irritant, but carries with it the bacteria of disease which, from various sources, are a part of street filth. To prevent dust the pavement must be so perfectly cleaned that a practically harmless amount is taken up by the wind; or if perfect cleanliness is not possible, dust must be subdued by sprinkling. Un-