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Fendall Wants Sewers and Wood Pavements

Annual Report of the City Engineer Submitted—Deplores Condition of the Streets, But Advises That Sewerage Be First Had

City Engineer Benjamin T. Fendall's report for 1900, which was submitted to the Mayor yesterday, is the third to contain a vigorous argument for the establishment of a sewerage system. Mr. Fendall points out the present lack of efficient sewerage and shows how this stands in the way of street improvement.

He also calls attention to the wretched condition of some of the city's thoroughfares, and by photographs furnishes an object lesson to drive home his contentions.

Mr. Fendall recently has become much impressed with the durability of wood pavements and will probably give them a trial. Mayor Hayes has directed him to repave the block upon Lexington Street, between Holliday and Gay streets, partly with asphalt and partly with vitrified brick as a test of these materials. The money for the purpose will be taken from the contingent fund. Mr. Fendall will bring the merits of the wooden block pavement to the attention of the Mayor, and may ask for authority to test it.

The blocks he has examined are of long leaf Georgia pine, treated with a creosote preservative. They are said to be absolutely proof against decay and are extensively used in Europe. One street in London, over which 26,000 wagons pass every day, has required no repairs for 15 years. The wooden blocks cost \$3.50 a square yard, and are thus more expensive than either Belgian blocks or asphalt, but in view of their reputed durability they are far cheaper in the long run.

Mr. Fendall, in his report, calls attention to the fact that, by an old city ordinance, the use of any other material than brick for sidewalk pavement is illegal. This law has been a dead letter for years and at the present time nine-tenths of the downtown sidewalks are of cement, concrete or granolithic blocks. Mr. Fendall, on consequence, recommends the repeal of the ordinance. He also recommends that a limit be set to the loads carried by wagons.