

# **MODERN METHODS OF STREET CLEANING**

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Modern methods of street cleaning by George A. Soper

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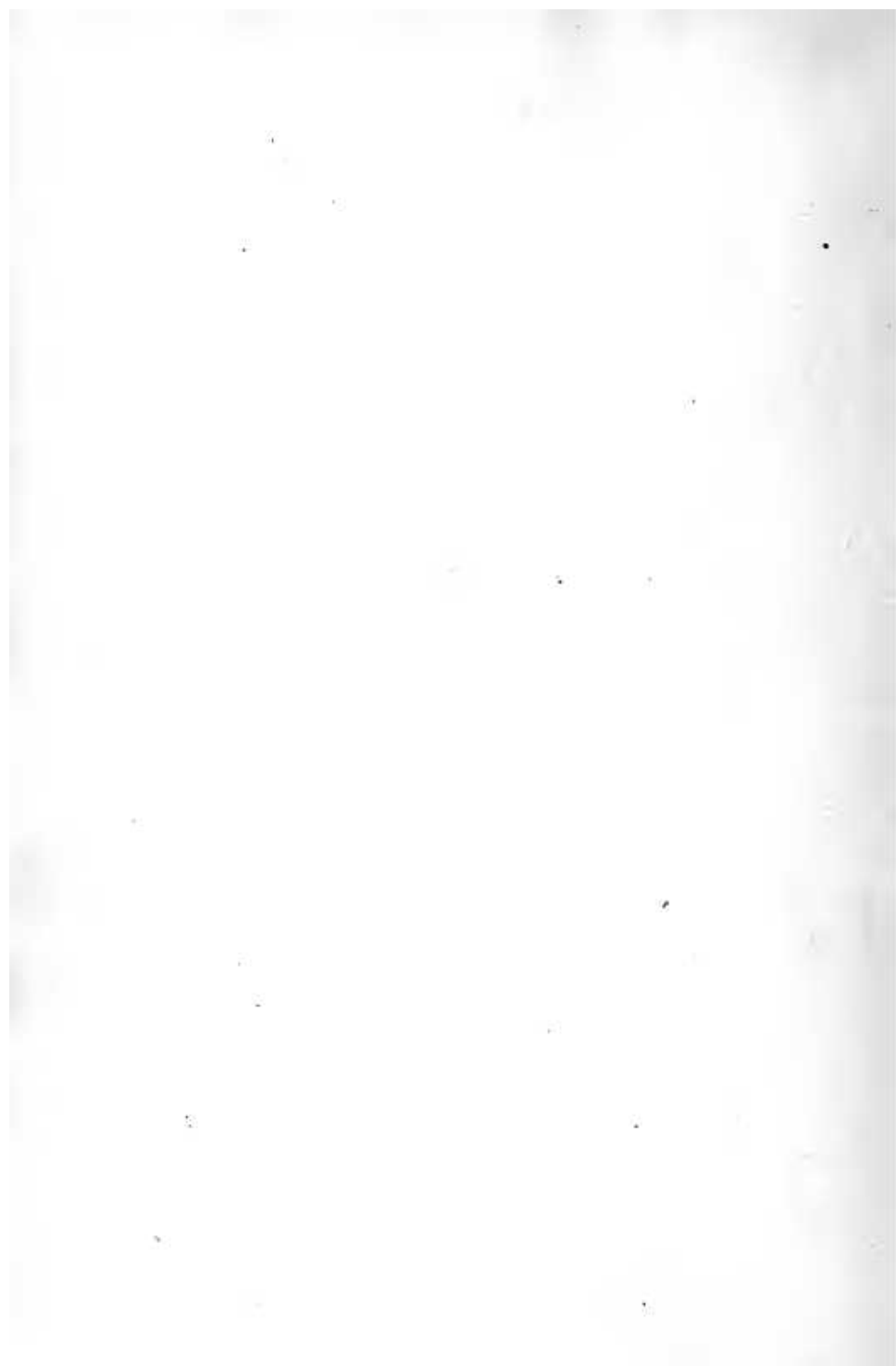
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**GEORGE A. SOPER**

**MODERN METHODS  
OF STREET  
CLEANING**





MODERN METHODS  
OF  
STREET CLEANING

BY  
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## FOREWORD

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THE increasing interest taken in the matter of clean streets and the absence of any treatise which may serve as a guide to right principles and practices in this branch of sanitation has tempted me to bring together some of my notes on this subject.

These notes are based not only on my own experience, although I have been called upon to clean cities under peculiarly difficult circumstances, but more particularly upon studies which I made during a three months' visit to Europe in 1907, partly for an advisory commission on street cleaning for New York appointed by Mayor McClellan. While in Europe opportunities were afforded me to discuss the question of clean streets with many officials and I took part in the deliberations of the committee on street hygiene of the International Congress for Hygiene and Demography which met in Berlin.

Much of the statistical information contained in these pages has been kindly supplied by officials with whom I have come in contact, and to whom I am indebted for many favors. About twenty large cities were seen, including London, Paris, and Berlin. I had already visited most of these cities, once eight years before and once earlier.

By way of comparison I have added to the account of foreign methods of street cleaning a chapter on the work of the New York Street Cleaning Department,

#### FOREWORD

this chapter being in substance a paper prepared by me for the Association of Cleansing Superintendents of Great Britain and Ireland which met in London in 1908.

It was once my hope that a study of street cleaning methods in different cities would enable me to deduce some principles of general application, especially as to efficiency and cost, but the nature of the work and the character of the information available does not admit of many precise deductions of this kind. Numberless conditions of pavement, of traffic and of weather, not to mention different sanitary standards, make it impossible to treat this subject in the severely analytical method common in engineering discussions.

G. A. SOPER

NEW YORK,  
June, 1909



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