

# George Waring, "Sanitary Conditions in New York" (1897)

*The following is an analysis of conditions in New York City by the sanitation commissioner George Waring. This selection comes from Waring's book, Street Cleaning, in which he argued that improved sanitary conditions were made possible by the breakdown of the boss system in the city.*

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Before 1895 the streets were almost universally in a filthy state. In wet weather they were covered with slime, and in dry weather the air was filled with dust. Artificial sprinkling in summer converted the dust into mud, and the drying winds changed the mud to powder. Rubbish of all kinds, garbage, and ashes lay neglected in the streets, and in the hot weather the city stank with the emanations of putrefying organic matter. It was not always possible to see the pavement, because of the dirt that covered it. One expert, a former contractor of street cleaning, told me that West Broadway could not be cleaned, because it was so coated with grease from wagon-axles; it was really coated with slimy mud. The sewer inlets were clogged with refuse. Dirty paper was prevalent everywhere, and black rottenness was seen and smelled on every hand.

The practice of standing unharnessed trucks and wagons in the public streets was well-nigh universal in all except the main thoroughfares and the better residence districts. The Board of Health made an enumeration of vehicles so standing on Sunday, counting twenty-five thousand on a portion of one side of the city; they reached the conclusion that there were in all more than sixty thousand. These trucks not only were harbors of vice and crime. Thieves and highwaymen made them their dens, toughs caroused in them, both sexes resorted to them, and they were used for the vilest purpose, until they became, both figuratively and literally, a stench in the nostrils of the poor people were powerless to get relief. The highest city officials, after feeble attempts at removal, declared that New York was so peculiarly constructed (having no alleys through which the rear of the lots could be reached) that its commerce could not be carried on unless this privilege were given to its truckmen; in short, the removal of the trucks was "an impossibility"...

The condition of the streets, of the force, and of the stock was the fault of no man and of no set of men. It was the fault of the system. The department was throttled by partisan control – so throttled it could neither do good work, command its own respect and that of the public, nor maintain its material in good order. It was run as an adjunct of a political organization. In that capacity it was a marked success. It paid fat tribute; it fed thousands of voters, and it gave power and influence to hundreds of political leaders. It had this appointed function, and it performed it well....

New York is now thoroughly clean in every part, the empty vehicles are gone.... "Clean streets" means much more than the casual observer is apt to think it has justly been said that "cleanliness is catching," and clean streets are leading to clean hallways and staircases and cleaner living rooms....

Few realize the many minor ways in which the work of the department has benefited the people at large. For example, there is far less injury from dust to clothing, to furniture, and to goods in shops; mud is not tracked from the streets on to the sidewalks, and thence into the houses; boots require far less cleaning; the wearing of overshoes has been largely abandoned; wet feet and bedraggled skirts are mainly things of the past; and children now make free use of a playground of streets which were formerly impossible to them.

"Scratches," a skin disease of horse due to mud and slush, used to entail very serious cost on truckmen and liverymen. It is now almost unknown. Horses used to "pick up a nail" with alarming frequency, and this caused great loss of service, and, like scratches made the bill of the veterinary surgeon a serious matter. There are practically no nails now to be found in the streets.

The great, the almost inestimable, beneficial effect of the work of the department is showing the large reduction of the death-rate and in the less keenly realized but still more important reduction in the sick-rate. As compared with the average death rate of 26.78 of 1882-94, that of 1895 was 23.10, that of 1896 was 21.52, and that of the first half of 1897 was 19.63. If this latter figure is maintained throughout the year, there will have been fifteen thousand fewer deaths than there would have been had the average rate of the thirteen previous years prevailed. The report of the Board of Health for 1896, basing its calculations on diarrheal diseases July, August, and September, in the filthiest wards, in the most crowded wards, and in the remainder of the city, shows a very marked reduction in all, and the largest reduction in the first two classes.

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### **Document Analysis**

1. What did Waring identify as the greatest benefit from street cleaning?
2. According to Waring, what effects did the sanitation problem in New York have on its residents?
3. What are some of "the many minor ways" in which improved sanitation improved the quality of life in New York?