

Урбанонимика — раздел топонимики, который изучает внутригородские названия. Анализ около 1300 улиц, проспектов, площадей, тупиков и переулков города Минска позволяет выделить среди них те, которые отражают географическое расположение (*Железнодорожная, Западная*); особенности местного ландшафта (*Завальная* – старое название улицы *Зыбицкая*); относительные размеры (*Широкая*); реалии прошлого (напр., советского периода: *Пионерская, Советская, Интернациональная*); значимые персоналии (деятели революции: улицы *Ленина, Карла Маркса*; герои, прославленные полководцы, летчики: *Чкалова, Гастелло, Суворова, Буденного*; известные ученые, писатели и другие деятели искусства: *Янки Купалы, Максима Богдановича, Пушкина, Репина* и др.).

В исторической перспективе названия улиц, например, указывали на находящиеся на них важные объекты, напр.: *Замковая, Школьная*; на населенные пункты, в направлении которых они шли: *Виленская* (сейчас *Старовиленская*), *Большая Борисовская* (*Богдановича*), *Койдановская* (*Революционная*); повторяли названия предместий, в которых находились (*Нижнеляховская* – позже *Октябрьская, Романовская* – позже *Мясникова*). Интересно отметить, что при изменении названий, старые и новые именованья долгое время использовались параллельно, пока новые полностью не вытесняли старые: *Большая Борисовская улица – Троицкая, Лошицкая – Францисканская* (сейчас *Ленина*).

В 1864–1866 гг. были переименованы улицы с польскими названиями: *площадь Верхнего рынка* стала *Соборной* (сейчас *площадь Свободы*); *улица Бернардинская – Монастырской* (сейчас *улица Кирилла и Мефодия*), *Доминиканская – Петропавловская* (*улица Энгельса*), *Зыбицкая – Болотная* и т.д.; а в 1866 г. отменялись «русские» названия: *главная улица Захаровская* (*проспект Независимости*) получила имя *Мицкевича*, *Михайловская* (*Коммунистическая*) – *Чапского*. Сейчас происходит возвращение исторических названий городу, понятно, что без знания прошлого, не может быть будущего.

Итак, элементы городской инфраструктуры урбанонимы выполняют не только ориентировочную и эстетическую функции, но также познавательную и воспитательную.

А. Жук

AIR POLLUTION DEATHS IN WALES

The issue of air pollution has become a sensitive subject in the recent decades. There have been several scientific studies into both the short and long term impacts of air pollution on our health. But unfortunately, there are still countries that face air pollution deaths without acknowledging the fact worldwide.

The stark statistics come from the Centre for Cities' annual study of the UK's major urban areas. It states, that more than one in 23 deaths in Wales' large cities are now linked to air pollution. It's about 1,400 deaths a year in total (based on the data for 2017 – the latest year for which data are available). What's more, death from air pollution is 21 times more frequent than deaths from traffic accidents.

Why it all happens? To make it clear, scientists name the following reasons.

According to the Centre for Cities, transport and burning fossil fuels are significant contributors to the levels of air pollution – known as particulate matter (PM). In 2001, local people were encouraged to buy diesel cars to reduce carbon dioxide levels but that has now led to an increase in nitrogen. Moreover, half of PM2.5 toxins generated in cities and large towns come from sources such as wood burning stoves and coal fires. Meanwhile, Swansea is the biggest per-head emitter in the UK due to the presence of heavy industry (energy-intensive steel and chemicals industries) in the city. And of course, not all the pollution is locally generated – some is blown in from continental Europe.

Therefore to improve air quality, Welsh authorities need to tackle all the above-mentioned sources of air pollution.

One significant step on the way of air quality improving is to reduce the number of diesel vehicles on the road. The Centre for Cities has also called for a ban on using wood burning stoves and coal fires in areas where air pollution exceeds guidelines. It has also said ministers should introduce ultra-low emission zones in city centres and charge car and van drivers to enter them. Other researchers claim that new public messaging system is to encourage drivers to take different routes at peak traffic times. Several apps to track air pollution in Swansea and the Nowcaster system in Hafod have already been created. All that's left for Welsh authorities is to expand the network of a prediction system and thus enable drivers to be warned via messaging screens that there's poor air quality being predicted, or congestion in the traffic, and try to educate drivers to change their route.

The idea behind these is that current experience gained in this field by other countries of the state could be also studied and applied. For instance, air pollution abatement in Marylebone (England) included better management of taxi ranks and an electric vehicle delivery scheme. Moreover, there are other measures such as cycling and bus routes improvement.

Summing up the results of the finding, the deadly levels of polluted air in Wales are entirely legal. This needs to change. As a matter of urgency the Government should adopt World Health Organization's stricter guidelines around PM2.5 emissions. People in Wales should be at the centre of the fight against its toxic air and councils should take the steps needed, including charging people to drive in city centres and banning wood burning stoves. Failure to act now will lead to more deaths in Wales.

В. Журавлева

NATIVE AMERICANS: A STRUGGLE FOR LIFE

Native Americans – the 6,8 million people who make up about 2 % of the U.S. population – have faced myriad critical issues throughout history but also in modern life.