

introduced and rigidly followed, can continue to give good service at a cost of not more than \$600,000 per annum.

During the past year the sum of \$1,800,000 was paid by the citizens of Oakland for street paving. The largest lineal mileage was laid in sidewalks and sanitary sewers—though the actual square footage of streets was much greater. Asphaltic concrete pavement was apparently the type of pavement favored by the department. I am happy to state that of the total mileage, only an approximate mile and a half of oil macadam was laid. I am convinced that none of this type of temporary pavement should be laid except in such sections of the city wherein the taxpayers themselves need immediate improvement of a nature that will give service for the years in which they are gaining such financial status and their property such importance as will warrant permanent paving.

In the City of Oakland at the present time there are some 400 miles of macadam streets. As the property owners arrive in such financial status as will allow them—with the increased value of their front footage—to put in permanent paving, this should be done. The paving of the city laid out in 1929 came under the following classifications, with the cost as indicated:

Asphaltic concrete	10.868 miles	\$1,066,966.94
Concrete	3.178 "	271,274.55
Oil macadam	1.487 "	82,735.84
Sanitary sewers.....	11.189 "	147,018.95
Storm sewers.....	4.968 "	159,042.37
Sidewalks	17.2 "	89,956.26

Total cost of year.....\$1,816,994.91

Open Specifications for Street Work

For years I have most emphatically stood for open specifications for all street work and materials. I have advocated such in past annual messages, in public utterances, and through the press. With but one vote on the Council, however, my hands have been tied, and the work of laying patent paving under closed specifications in regard to type and materials has kept on.

Here again I just as emphatically reiterate my opposition to anything but open specifications for all street work.

I am convinced that so-called closed specifications lend themselves too readily to administrative practices that may be open to question. During the past year practically every street improvement anticipated or completed under closed specifications has been the subject of attack by the public concerned. Repeated affirmations of false statements on the part of street paving solicitors have been made. The situation has come to such a climax that I am convinced that every petition submitted is viewed with suspicion by the public, and that the people concerned in each street proceeding brought into council look with distrust upon the entire situation.

A policy of open specifications, and open specifications only, and such a policy rigidly and unflinchingly adhered to, will meet and dissipate this growing distrust. It is not for me here to state whether or not I believe there is a basis for this growing concern regarding street work on the part of Oakland taxpayers—but the concern is there, it is growing, and definite action on open specifications will prove to the people that the Street Department and the City Council are doing their best in the people's behalf.

Gravel Should be on Par With Crushed Rock

I am thoroughly convinced that such open specifications should allow on a par gravel and crushed rock, both having been proven equally valuable in street work.