

total cost of these street improvements was \$392,264, a sum which is much below the average annual cost of similar work in San Francisco. This estimate includes much work done by the property owners.

The site of the village of Yerba Buena, in 1846, was on the steep hill-side, cut up by numerous gullies, and bounded on the south by a tract of sand, which lay in a succession of steep parallel hills, from twenty to forty feet high, covered with stunted and tangled bushes. The place was inaccessible for a heavily-laden wagon, and when reached, it offered no broad expanse for the erection of a great city. But it was destined, nevertheless, that a great city should be built here and the work has been done. The cove, a mile across from Rincon to Clark's Point, and half a mile deep, has been filled in, the hills have been cut down to gentle slopes to obtain material for encroaching upon the sea; gullies have been filled up; the sand-hills have been leveled down; the bay and the marsh have been changed into dry ground. There never was a city in which changes so great had been made by man in the topography of its site; and he who now sees the place for the first time, can scarcely conceive how such great labors should have been accomplished, or even seriously contemplated. The earth that has been moved in leveling the site of San Francisco, would make a mountain beside which all the pyramids and artificial mounds would, as to size, sink into insignificance. Among the streets which have been graded, are Harrison, from Third to Eighth (where 150,000 cubic yards of sand had to be cut down or filled in;) Filbert, from Taylor to Jones; Bryant, between Third and Fourth; California, between Mason and Taylor; Lombard, between Mason and Taylor; Broadway, between Mason and Powell; Hyde, between Sutter and Post; Bryant, between Second and Third; Turk, between Taylor and Jones; Mason, between Bush and Sutter, and also between Chestnut and Francisco, and also between Washington and Clay; Seventh, between Howard and Folsom; Larkin, between Bush and Sutter; Eighth, between Folsom and Mission; Sacramento, between Jones and Leavenworth; Sutter, between Powell and Mason, and also between Hyde and Leavenworth; Jessie, between Fourth and Fifth; Leavenworth, between Sutter and Bush; O'Farrell, between Mason and Taylor, and also between Jones and Leavenworth and Taylor; Taylor, between Greenwich and Lombard, and some other less important blocks. In all, forty-seven blocks of street were graded during the year, and twenty other blocks are in progress. Most of this work was done west of Taylor Street, or south of Bush, in the newer parts of the city. No one street was graded more than Harrison, which was brought to the proper level from Third to Eighth Street. The planking was distributed round in all parts of the city. One of the most important improvements of the year, was the increase of the width of the sidewalks in a number of the most important streets, to the great gratification and increased convenience of those who are in the habit of walking much in the business parts of the city. The change was especially needed in Washington, Kearny, and Montgomery streets; the last has now sidewalks worthy of the Broadway of the