

the streets. From being the by-word and reproach of former times, the main thoroughfares of San Francisco will bear a favorable comparison with those of any portion of the world, and all things considered are kept and maintained in much better condition than those of any of the Eastern cities. In addition to the other manifold advantages derived from the construction of railroads through the principal streets of the city, the benefit to the streets in diminishing the number of omnibuses and other vehicles, and thus avoiding an immense wear and tear of the pavements, is manifestly apparent.

GRADING.—A large amount of work has been done during the past year in this department, as the following details will show. Heavy excavations and deep cuts have been made in various parts of the city, opening a channel of intercommunication essentially needed. Among these improvements, the completion of the excavation through the solid rock opening up the communication through California from Powell to Mason Street, which has added materially to the value of the property and contributed to the convenience of the residents of that portion of the city. Among the principle streets that have been graded during the past year have been Sacramento, between Taylor and Jones; California, from Mason to Taylor; Sutter, between Mason and Taylor; Post, between Hyde and Leavenworth; O'Farrell, between Powell and Leavenworth; Ellis, between Mason and Taylor; Turk, between Jones and Leavenworth; Powell, between Sacramento and California; Taylor, between Pacific and Broadway, Leavenworth, between Union and Filbert; Hyde, between Sacramento and Washington; Mission, between Fifth and Sixth; Clementina, between Fifth and Sixth; Bryant, between Third and Fourth.

MACADAMIZING.—This has been only resorted to in cases where the grades of the streets have not yet been fully established, and in cases where paving and planking are rendered impracticable for the time being.

SIDEWALKS.—In no other feature of this department has there been greater improvement than in the extension and repairs of the sidewalks of the city—nearly five miles of which have been constructed during the past year, greatly to the comfort and convenience of foot passengers. As the throng has increased, the benefits of the widening of the sidewalks upon Montgomery Street are rendered every day more observable; and the advantages of the system are so manifestly apparent, that it is to be hoped that other business streets will be similarly improved. A large amount of crosswalks have been constructed, and curbing of the most substantial character done in this connection during the year.

SEWERAGE.—One of the most important features of a city as regards the health and comfort of its citizens, is the best modes of sewerage and drains. In this department there is an increased and decided improvement over the past. Capacious sewers have been constructed during the year on Pine between Dupont and Front; Bush, between Kearny and Dupont; Third, between Market and Harrison; Third, between Harrison and Hawthorne; Fifth, between Folsom and Mission; Fifth, between Folsom and Harrison; and Fifth, between Market and Mission.

PAVING.—The work done in this department has been of a substantial and permanent character, the material used being the cobble stones shipped from the American River at Folsom, by way of the railroad and Sacramento, which has been found, upon