

to \$50,000. The amount expended for this purpose during the previous year was \$487,865, which shows an increase of \$174,558. This indicates to a considerable extent the rapid growth of the city, and its extension within the last year of the population into districts which were previously unoccupied. Among the blocks graded were: Montgomery, between Broadway and Vallejo; Broadway, between Montgomery and Kearny; Bryant, between Fifth and Sixth; Market, between Fifth and Sixth; Folsom, between Fourth, Fifth, Sixth, Seventh, and Eighth; Vallejo, between Dupont and Kearny; Stockton, between California and Pine; Greenwich, between Dupont and Stockton; Washington, between Hyde and Leavenworth, and Hyde and Larkin; Fifth, between Harrison and Bryant; Fremont between Harrison and Folsom; Ninth, between Market and Mission; Clary, between Fourth, Fifth, and Sixth; Taylor, between Green and Union. In bringing some of these blocks to the grade a depth of thirty-five feet was dug away, leaving private residences high above the street, and compelling the owners to erect stairs in order to reach their abodes. Nevertheless, the result has been beneficial to the greater portion of the citizens. The sum expended for grading alone was \$209,114. Among the blocks planked we find the following: Fifth, between Folsom and Harrison, Market and Mission, Mission and Howard; Minna, between Fifth and Sixth; Bryant, between Fifth and Sixth; Folsom, from Fifth to Eighth; Seventh, between Howard and Folsom; Eddy, between Jones and Leavenworth, and Hyde and Leavenworth; Davis, between Clay and Washington, and Clay and Sacramento—the total cost being \$59,545. If we assume the average width of the streets paved with cobble-stones during the last year at 55 feet from curb to curb, we shall find that the 290,523 square feet mentioned in the Superintendent's Report as having been paved in the following blocks, viz.: Stockton, between Union and Filbert; Third, between Howard and Mission, Market and Mission, and Howard and Folsom; Sacramento, between Kearny and Montgomery, and Dupont and Stockton; Kearny, between Broadway and Pacific; Jackson, between Dupont and Stockton; Pine, between Sansom, Battery, and Front; Sutter, between Dupont and Stockton; Battery, between Green and Union; Bush, between Powell and Dupont; Geary, between Kearny, Dupont, and Stockton; indicates a linear length of about one mile paved, at a cost of \$79,537. It will be seen that at that rate our cheapest stone pavement costs more than railroads.

There were about five miles of sewerage erected, at an average cost of \$40,000 per mile. The brick sewers cost 8.66 per linear foot, and we find that they were put down in the following streets: Stockton, from Union to Greenwich; Mission, from Fourth to Fifth; Mason, from Chestnut to Lombard; Pine, from Powell to Dupont; Pacific, from Dupont to Sansom; Market, from Mason to Second; Vallejo, from Dupont to Kearny, and Stockton to Powell; Fifth, from Market to Mission; Washington, from Powell to Mason; Fremont, from Harrison to Howard; Union, from Dupont to Kearny; Dupont, from Broadway to Union; Bush, from Stockton to Powell; Sutter, from Dupont to Stockton; Third, from Bryant to Brannan; Dupont, from Clay to Washington; Mason, from Greenwich to Filbert; Post, from Montgomery to Kearny; O'Farrell, from Dupont to Stockton; First, from Market to Mission; Geary, from Dupont to Kearny; Dupont, from Pine to Bush; Powell, from Eddy to O'Farrell; Pacific, from Kearny to Dupont. The work in progress, or recommended, and which will soon be put under contract, comprises the paving, curb-