

large room and the necessary offices; the cost being about \$7,500. The room is sufficient for a manufacturing business of \$250,000 per annum, but at present only a part, the lower story, is occupied. Here are about two thousand spindles which are driven by a ten horse power engine. There are forty operators, principally females, some quite young, and the wages are from \$3 to \$10 per week. The products are machine sewing silks, twist, tram, organzine and fringes. The raw material is ruled silk from China and Japan. A small quantity is obtained from California, and this, it is remarked, is of a far superior quality. Unfortunately but little of the latter can be obtained, our people not yet having learned the care of the silk-worm and the ruling of cocoons. This is a business of the future. The California Silk Manufacturing Co. is now in successful operation, and should it prove as profitable as some enthusiastic advocates have predicted, the experiment will be of the highest interest to this State.

PAVEMENTS. [*Communicated.*—In countries where timber is abundant and accessible, wooden pavements have long been used. They have been first employed for convenience and economy and afterwards continued for the comfort they afforded. Pavements of stone are resorted to when the wood of a country is exhausted faster than its wealth grows. With the increase of wealth, however, there is a disposition to enjoy the luxury of a smooth, clean and comparatively noiseless pavements of wood, at a cost if necessary, exceeding that of stone.

In the cities of Chicago and Detroit scarcely anything else is now laid; and in the city of New York, the wooden blocks are being put down at about double the cost of cobble stones.

In San Francisco we are now making the comparative trial with cobble and wooden blocks, and the solution of the question is one of much interest both present and future. Prior to 1863, a street paving in the City of San Francisco was laid and kept in repair at the expense of the owners of the adjacent property. Since that time, the first laying has been done as before, at the expense of the property owners, but when done to the satisfaction of the city authorities, the paving is accepted by them, and is maintained in repair at the public cost. According to the last municipal report, paving along two hundred and thirty blocks and crossings have been so accepted, and as Mayor Selby states, is about equally divided between cobble stones and wooden block pavements. These the city has to keep in repair, and the late mayor thinks it a question of vital importance to the city to ascertain if some better style of pavement cannot be found. He arrives at the conclusion that wooden pavements will be found too expensive because of the perishable character of the materials used, and recommends the introduction of artificial stone, and even suggests that in some localities, a return to cobble stones may be found advisable.

A careful examination into the facts of the case forces us to the conclusion that our late worthy Mayor has not given the subject the consideration which it deserves. It may be a good suggestion to adopt artificial stone in preference to wood, if such an article can be found, both cheap and durable; but we cannot subscribe to the suggestion of returning to the barbarous cobble stones when every other city in christendom is seeking to discard them.

The oft repeated assertion that cobble stones are indestructible, and consequently a cheap material for street paving, is less an axiom than many persons imagine. It is very poor economy indeed for the body politic to use an article, however durable, if its use causes waste of other property in excess of the value retained in the material itself. Such, we think, is unmistakably true of cobble stones—careful scientific reports in many parts of the world have shown such to be the case. The destruction to animals and vehicles by passing over cobble stone pavements, in every city where used, exceeds the value retained in the cobbles themselves, according to the best judgment of those who have thoroughly investigated the subject.

But if that view of the question be discarded entirely, the economy of cobble stone pavements in this city cannot be demonstrated by an examination of the official reports and other facts.

There are now in the city of San Francisco, of accepted cobble stone pavements, 113 blocks and crossings, with an aggregate area of 1,803,999 square feet, which have been laid since 1863, at a cost to the property holders of \$462,703 74-100, or 25 3-5 cents per foot.

The repairs on this cobble pavement during the past fiscal year amounted to \$83,703 35-100, and the total cost to the city for repairs since their acceptance amounts to \$199,833 45-100, or about 11 cents per foot, thereby making the total cost of these cobble pavements, as they stand to-day, \$662,587 19-100, or 36 3-5 cents per foot, on an average.

There are, on the other hand, 111 blocks and crossings of accepted wooden block pavements,