

now standing upon it are old rookeries, which have for years been a disgrace to the neighborhood. The Government is now paying \$3,000 per month for the use of a portion of the old Merchants' Exchange, on the northeast corner of Washington and Battery streets, and has also just rented the most of the new frame building on the northwest corner of O'Farrell and Stockton streets, paying therefor \$2,000 per month. Money on real-estate security is now worth but nine per cent per annum. The National Government owns central real estate, which, if built upon, would accommodate the most of its business, while it is paying a monthly rental for its various offices equal to the current rate of interest on nearly \$700,000. The wisdom and necessity of the appropriation referred to, for the erection of suitable and much-needed Government buildings, is therefore apparent. It is doubtful, however, that \$425,000 will suffice to defray the total cost of erection of such substantial buildings as the Government intends to erect. It is probable that \$200,000 more will be required.

#### Public Parks, Etc.

**THE NEW (GOLDEN GATE) PARK—OUTSIDE-LAND IMPROVEMENTS, ETC.**—The work upon the City Park made rapid headway last year. Nearly twenty thousand trees of various kinds have been planted, and four miles of wide, smooth and winding macadamized roads are now open for drives. The Commissioners (Eugene L. Sullivan, Charles F. McDermot and C. J. Brenham) are pushing the work of improvement and reclamation of the sand-dunes as rapidly as the small means placed in their hands by the Legislature will admit. They serve without salary, and no public work ever carried out in this city has given more general satisfaction or been conducted with greater fidelity and economy. Up to the first of January, 1873, the sum of \$155,000 had in all been expended on the Park; then leaving only \$55,000 in the treasury to carry on further improvements. From July 1st, 1872, until February 1st, 1873 (a period of seven months), twenty-three thousand six hundred and fifty vehicles were driven in the Park, which has become the favorite suburban place of resort for pleasure and fresh-air seekers, in vehicles and the saddle. The Park will soon be connected with the Cliff House Road and the Government Reserve by a wide, macadamized road (First Avenue). A street railroad will probably soon be built from the corner of California Street and Cemetery (now Central) Avenue to the Cliff House. Many street improvements are now being made north of Lone Mountain Cemetery and west of Central Avenue by P. H. Canavan, L. L. Robinson, S. F. Butterworth, Nathaniel Gray and others. In fact, the real beginning of outside-land improvements dates from 1872. A region which is naturally, and has heretofore been, a most desolate, barren and forbidding one, will, in a few years, be reclaimed, ornamented and built upon. The late decision of the Supreme Court, affirming the validity of the city deeds to outside-lands, will have a most important and beneficial effect upon that region. One of our most prominent lawyers (J. B. Felton) asserts that the decision referred to renders the city deeds equivalent to a United States patent. The Central (Lone Mountain) Street Railroad Company is now extending its line (from the corner of Turk and Fillmore, along Turk, Devisadero and Fell streets) to the Park entrance. This extension will be completed this year.

**MONTGOMERY AVENUE.**—The Board of Public Works, having charge of the opening of Montgomery Avenue under the new law, have completed their initial work of reduced awards for damages and assessments for benefits. The work of opening the avenue and changing the grade of streets crossed, etc., would, under the old law, have been \$2,612,070; while the total cost of the work under the new plan—which does not materially affect existing grades—is but \$1,244,737. The avenue will be eighty feet wide, and about six thousand two hundred and fifty feet long. It will begin at the northwest corner of Montgomery and Washington streets, and terminate at the junction of Leavenworth and Bay streets, cutting, in a northwesterly direction, diagonally through the intervening blocks and present street survey of the northern portion of the city in its course thither. The Board of Public Works awarded property-owners, whose lots were taken in whole or in part, the sum of \$668,614; for buildings, \$536,131. It is estimated that the opening of this new, wide and short cut to North Beach will enhance the value of property there \$6,816,262. The cost of the work is to be defrayed by the district