

a crowd was on hand to watch the proceedings. Comments ran about as follows: That the pavement wasn't worth a d—n; that it would rot out in two years and cause all kinds of sickness from yellow fever and cholera down to whooping-cough and measles; that in case of fire on either side of the street, it would spread over the paving and clean out the town. The paving was completed the first week of June 1886, and included Bay Street from Market to Julia, except the strip in front of the F. R. & N. Ry. property. Market Street from Duval to the river, and the river-front portion of Hogan Street were then paved, followed by the paving of Pine (Main) Street. After a year's test, the block paving was considered satisfactory, and by October, 1887, Forsyth, Market to Laura; Laura, entire length; and Pine, entire length, had been paved with cypress blocks. In the spring of 1888, Julia was paved from Bay to Ashley; Cedar, Bay to Forsyth; and Church, Cedar to Julia. In September, 1889, a torrential rain scattered pell-mell the blocks on Bay Street between Pine and Newnan and washed many of them away, but they were relaid. In 1890, Bay Street, Market to Washington, was paved with blocks. The last wood block pavement was laid in February, 1892, as a replacement on Bay Street between Main and Ocean. In the meantime, confidence in the class of paving being used in Jacksonville had suffered a great back-set. In the case of the wood blocks, the surface became uneven and rough and hollowed in the center, uncomfortable to ride over and impossible to keep clean by sweeping; and in the fire of 1891 along Main Street, the center of the blocks burned out, leaving only the rims intact. Considerable stretches of some of the streets had been paved with Alachua rock, and here developed another source of paving worries for the citizens of Jacksonville about this time, this "improvement" becoming known as "mud" and the streets so paved being called "a mortar bed". Serious matters at the time, they now appear in a humorous light in comparison with modern street improvement. The last relic of wood block paving was removed from Cedar Street in December, 1897.

In 1892 the first idea of brick paving was advanced, and early in 1893, an ordinance was passed by the City Council for the paving of Bay Street, from Bridge (Broad) to Hogans Creek, and property owners in the business section were