

notified to pave in front of their property by April 1st, following; this caused a great deal of confusion and complaint, and led to a general contract with the Tennessee Brick Paving Company of Chattanooga, for a paving of vitrified brick on a foundation of shell and cement, at a cost to property owners of \$2.41 a square yard. The work of removing the wooden blocks started in June, 1893. As a safeguard against sickness, the blocks were heavily coated with lime and sent to the cremator for destruction. The first brick was laid June 30, 1893, near the corner of Bay and Hogan Streets, and the block between Hogan and Julia was completed in two weeks. The work progressed under difficulties and delays, and it was not until June 1, 1894, that Bay Street was finished and opened, from Bridge (Broad) to Market Street—the finest paved street in Florida at the time. It was a grouted brick pavement throughout, with the exception of the intersections at Bay and Main, and Bay and Ocean, which had been paved in January, 1893, with asphalt blocks, as an experiment. This was the first brick paving in Jacksonville.

Considerable brick paving was done under the bond issue of 1894. By the end of 1896, the paving in the city amounted to 6.8 miles of vitrified brick; 6.7 miles marl and rock, and 3.5 miles shell.

The subsequent history of street paving is written in the terms of bond issues and more miles of paving—and politics. The system of apportioning the paving schedules among the various wards not only produced bitter fights in the Board of Public Works and the Council, but contributed immensely to defeating any general, well-laid plan to develop thoroughfares. The matter of selecting streets to be paved caused more wrangling in the past than all other public improvements combined. The development of well-defined arterial roads and streets is a matter of comparatively recent years. In 1924, the City of Jacksonville had 350 miles of streets laid out, of which 106 miles were improved.

An active City Planning Commission is of great advantage to a growing city like Jacksonville, in the matter of correcting the evil of helter-skelter street lines in abutting subdivisions, frequently laid out without any definite idea as to future requirements and often acting as a block to natural thoroughfares leading outward from the City.