notified to pave in front of their property by April 1st, fol-
lowing; 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 inter-
sections at Bay and Main, and Bay and Ocean, which had
been paved in January, 1893, with asphalt blocks, as an ex-
periment. 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 thorough-
fares. The matter of selecting streets to be paved caused
more wrangling in the past than all other public improve-
ments 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 advan-
tage to a growing city like Jacksonville, in the matter of cor-
correcting the evil of helter-skelter street lines in abutting sub-
divisions, 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.