

MAKING A CITY.

The Public Improvements in St. Paul For 1882.

FIFTY-FOUR STREETS GRADED.

Costing Nearly \$300,000, and Amounting to Eighteen and a Half Miles.

NEARLY 17 MILES OF SEWERS.

One-Fourth of Them Built this Year, Costing Nearly \$100,000.

319 MILES OF STREETS IN CITY

Over Twenty-Six Miles of New Sidewalks the Current Season.

THE WATER WORKS SUPPLY.

A Plant of Over Half a Million Dollars and Plans for Supplying a Million People.

A RECORD PLAINLY SHOWING

That St. Paul is Being Rapidly Transformed into a City With All the Modern Improvements.

Among the 75,000 or 80,000 people that to-day comprise the population of St. Paul there are a number who can scarcely be classed as middle aged, who remember when the present site of the city was what might be termed a barren waste. Here and there was a log shanty inhabited by the few white men who had ventured to the head-waters of the Mississippi river in search of adventure or gain, but by far the bulk of the population was represented by the untutored savage, whose tepees and wigwags occupied the hills and valleys that now constitute the city of St. Paul. Since that time a generation has not passed away, and behold what even man hath wrought. The writer, who still claims to be a young man, crouched into the embryo city in 1853, being landed at the lower levee, near what is now the foot of Jackson street. The only means then provided for getting into the city proper was a number of steps cut into the bluff, the top of which then would enable a person to step into the third story window of the present St. Paul Fire and Marine Insurance building on the corner of Third and Jackson streets. Arriving at the top of the bluff, a few feet distant was a log hotel a story and a half high, which was then and is now known as the Merchants hotel. A little further up at the present crossing of Fourth and Jackson streets was a rude bridge which spanned a ravine some twenty-five or thirty feet deep, through which during certain seasons of the year a rushing torrent of water found its way to an outlet in the Mississippi river near Dayton's bluff. This stream had its rise and was the outlet of what was then a lake or marsh at the foot of St. Anthony hill, upon the bosom of which it was not an unusual sight to see all kinds of water fowl, and there are persons still living in St. Paul who have shot wild geese and ducks there. At that time during the season of high water steamboats of the largest size would enter the outlet of this stream near Dayton's bluff and land within a few hundred feet of the Merchants hotel, sailing over the space that is now occupied by solid stone and brick blocks, in which at present almost the entire wholesale business of St. Paul is now conducted. The rushing torrent has given place to paved streets and the lake, with fifteen to twenty feet depth of water, is now covered with four and five story business blocks of buildings. It is within the memory of the comparatively new comers to St. Paul, when a traveling circus company spread its canvas upon Baptist hill fully twenty feet above the highest chimney of John Wann's substantial block on the corner of Fourth and Sibley streets. Third street was but a sort of straggling highway. The locality now occupied by Stees' fine block and King's Horse exchange running from Third to Fourth street on Minnesota street, was the burial place of the dead. The old capital building which was destroyed by fire some two or three years ago was in course of erection and the city was then in the infancy of its growth. The following details will not be without interest:

SEWERAGE WORK DONE IN 1882. During the year 1882 there has been built 4.28 miles of sewerage, together with 116 manholes and 117 catch basins, being 1.65 miles more than was built during the year 1881. There has also been granted 186 sewer permits, being sixty-three in excess of 1881. The total amount expended for sewerage during the year was \$89,758.38. The total cost of engineering was \$2,072.90, being about 2 1/4 per cent. on the total amount expended. The cost of inspection was \$62,657.75, being about 3 per cent. on the total amount expended. During the year 1,500,000 bricks were used in the construction of sewer. The following is a detailed statement of the sewers constructed and the cost thereof for the year 1882:

Kitson's addition, sewerage in the aggregate, cost \$21,490. Exchange street from Eagle street to Raleigh street, cost \$4,793. Pleasant avenue from Third street to Sixth street, cost \$1,490. Ramsey street from Forbes street to Pleasant avenue, cost \$2,469. St. Peter street from Tenth street to Summit avenue, cost \$2,445. Sibley street from Fourth street to Seventh street, cost \$3,843. Fort street from McNeal street to Goodrich street, cost \$2,335. Third street from Tenth street to Tenth street, cost \$3,485. Canada street from Spruce to Pearl, cost \$1,488. Fifth ward sewers, aggregated cost \$35,390. Fifth street from Minnesota street to Wabashaw street, cost \$2,000. Fourteenth and Broadway streets from Thirteenth to Jackson, cost \$7,895. Fourth street from Minnesota to Cedar street, cost \$1,630. McNeal street from Fort to Wilkin street, cost \$2,885.50. Market street from Third to Fifth street, cost \$225. Oak and Sixth streets from Fort street to College avenue, cost \$2,500. Pleasant, Forbes and Ramsey streets, from Fort street, cost \$9,999.99. Robert street from Seventh to Eleventh street, cost \$3,047. Rondo street from Ravoux street to 425 feet west of Louis street, cost \$16,500. St. Paul street from Olmsted to Somerset street, cost \$1,050. Seventh street from Minnesota to Wabashaw street, cost \$2,050. Seventh street from Jackson to Robert street, cost \$1,147. Temperance, Norris and Cooper streets from Tenth street, cost \$3,119. Third ward sewers in aggregate, classified under no particular streets, cost \$29,500. Third street from Pleasant street to Summit avenue, cost \$2,497. Thirteenth and Robert streets from Jackson to Eleventh street, cost \$4,249. Temperance street from Tenth 490 feet north, cost \$1,097.

who were in the ratio of one white person to 106 Indians, St. Paul has grown to a city of 75,000 to 80,000 white inhabitants; the single plat of St. Paul proper has grown into 334 additions and subdivisions, with 319 miles of streets, mostly graded and lined with magnificent business blocks and costly and comfortable dwellings. During the past year alone eighty-two new additions and subdivisions have been added to its area containing 7,990 lots, and dedicating over forty-six miles of new streets to the public use. No one will deny that the site of St. Paul has been a costly one upon which to build a city. It is emphatically "a city set on an hill," in fact seven hills, and in this respect it resembles Rome, the capital city of the Christian world. Its hills have had to be leveled down, its valleys filled up, and its crooked ways made straight, but notwithstanding all the vast outlay of money and muscle required to accomplish the task both have been well expended and the capital city of Minnesota will for all time to come retain its proud eminence of being at once the most beautiful, the most healthy, the most enterprising and prosperous, and ultimately the greatest and grandest city on the American continent. To substantiate the assertion the Globe submits the following facts in detail to a candid and unprejudiced public:

ENGINEERING DEPARTMENT. The engineering department of the city service came into existence under the act of the legislature creating the board of public works, in May, 1872. Prior to that time all the city work relating to grading streets, constructing sewers, laying sidewalks etc., was done under the supervision of a city surveyor, appointed by the council. In 1872 this system was changed and the board of public works created, which ever since has had immediate supervision of all public city works under the orders of the common council. The city engineer from that date, together with his associates, have been appointed by the board of public works. The first city engineer under this new dispensation was D. L. Curtiss, who was succeeded by D. W. Wellman who gave place to J. S. Sewall, the latter remaining in office until March, 1881, when the present city engineer, L. W. Rundlett was elected. The present engineer corps is as follows: City Engineer L. W. Rundlett; Assistants, W. A. Somers, H. H. Fuller, and A. R. Starkey. Connected with the office aside from the foregoing are thirteen draughtsmen, levelers, clerks and rodmen. Somers and Fuller have been connected with the office ever since its organization in one capacity or another and it is needless to say they are thoroughly acquainted with the important and responsible duties they have to perform, and in addition know every inch of St. Paul both above ground and below.

When the office of city engineer was organized in 1872 there were no records of any kind. Since that time over 500 original profiles of street grades, ordered by the city council, and double that number of copies for office use have been made, together with nearly 300 maps of street openings. Few persons, except those who are daily or weekly brought in contact with this branch of the city service, have even a faint conception of the work required to be done in this department. Every step taken has to be carefully considered, and the most precise measurement, calculations and estimates made, as even a trifling error might entail enormous expense, and possible litigation. It must be borne in mind that St. Paul, with her 319 miles of streets; with nearly double that many miles of sidewalks and crosswalks; her 334 additions and subdivisions; her miles of sewers; her annual street gradings and opening of her bridges, tunnels, viaducts, etc., is no longer a village but a city not only "set on an hill" but on many hills, thus requiring great expense to properly grade and sewer. It would be interesting to trace back in detail all the work accomplished in the engineering line since the city was first incorporated, but this would fill volumes. In this annual report the Globe has endeavored to give not only the work accomplished in this line during the past year, but the partial estimate for the year 1883, but a condensed statement of work done in former years.

The following details will not be without interest: SEWERAGE WORK DONE IN 1882. During the year 1882 there has been built 4.28 miles of sewerage, together with 116 manholes and 117 catch basins, being 1.65 miles more than was built during the year 1881. There has also been granted 186 sewer permits, being sixty-three in excess of 1881. The total amount expended for sewerage during the year was \$89,758.38. The total cost of engineering was \$2,072.90, being about 2 1/4 per cent. on the total amount expended. The cost of inspection was \$62,657.75, being about 3 per cent. on the total amount expended. During the year 1,500,000 bricks were used in the construction of sewer. The following is a detailed statement of the sewers constructed and the cost thereof for the year 1882:

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Wabashaw-street from College street to Iglehart street, cost \$3,100. Wabashaw street from Third street to Seventh street, cost \$3,547. RECAPITULATION. The following shows the amount of the various kinds of sewers built during the year 1882:

Lin. feet. 29 inch circular brick sewer..... 157 7 24 inch circular brick sewer..... 2,099 4 20 inch circular brick sewer..... 350 0 36 inch circular brick sewer..... 233 0 4 foot circular brick sewer..... 80 0 5 foot circular brick sewer..... 1,417 3 6 foot circular brick sewer..... 457 8 12 inch vitrified pipe sewer..... 2,680 5 15 inch vitrified pipe sewer..... 423 5 10 inch cement pipe sewer..... 490 0 12 inch cement pipe sewer..... 3,524 6 15 inch cement pipe sewer..... 1,094 5 18 inch cement pipe sewer..... 161 0 6.0x10.0 sewer lowered..... 269 0 Sand rock sewer lined..... 5,291 4 Sand rock sewer not lined..... 3,850 0 Total..... 23,632 2 Equal to 4 1/2 to 5280 miles of sewerage built during the year 1882.

The following table will show the total amount of sewerage work done each year from 1873 to 1882 inclusive:

Miles. During the year 1873 there was built..... 1 7/8 During the year 1874 there was built..... 1 6/8 During the year 1875 there was built..... 1 1/8 During the year 1876 there was built..... 0 0/8 During the year 1877 there was built..... 0 4/8 During the year 1878 there was built..... 1 5/8 During the year 1879 there was built..... 1 2/8 During the year 1880 there was built..... 2 1/2 During the year 1881 there was built..... 2 6/8 During the year 1882 there was built..... 4 2/8 Total length of sewerage Jan. 1, 1883, 16 90 The total length of the sewers as referred to in the above table is built as follows:

Miles. Brick and stone sewers..... 6 12 Sand rock sewers lined..... 5 04 Vitrified pipe..... 3 54 Cement pipe..... 2 13 Sand rock not lined..... 1 07 Total..... 16 90 STREET GRADING FOR 1882. Alley block 21, St. Paul proper from Robert to Jackson street, 490 feet. Cost \$1,920. Ashland avenue from Western avenue to Dale street, 2,570 feet. Cost \$1,349. Burr street from Collins street to North line of E. Rice's first addition, 3,670 feet. Cost \$6,300. Block 9, Ashburn & Sherburne's addition from Glencoe street to Pennsylvania avenue, 690 feet. Cost \$3,300. Bates avenue from Fourth street to Plum street, 1,820 feet. Cost \$3,523. Beaumont street from Bedford street to De Soto street, 850 feet. Cost \$1,071. Concord street from Isabel street to Madrid street, 3,100 feet. Cost \$3,610. Cherry street from Hoffman avenue to Bluff street, 200 feet. Cost \$3 in addition to value of rock taken out by contractor. Dale street from Como avenue to city limits, 2,450 feet. Cost \$2,187. De Soto street from Collins street to the right of way of the St. Paul, Minneapolis & Manitoba road, 950 feet. Cost \$1,266. Ditches and drains from Edmund street to Western avenue, 690 feet. Cost \$662. Fourteenth street from Randall's addition to the west line of Cedar street, 1,300 feet. Cost \$3,020. Forbes street from Pleasant avenue to Bantli street, 1,700 feet. Cost \$3,649. Farrier street from Jackson street to Earl street, 3,940 feet. Cost \$9,356. Floral and Lawton streets from Summit avenue to Grand avenue, 850 feet. Cost \$3,765.50. Fort street from Third street to city limits, 12,950 feet. Cost \$51,000. Fuller No. 1 street from Western avenue to Ravoux street, 2,270 feet. Cost \$2,995. Fuller No. 2 street from Western avenue to Kent street, 1,980 feet. Cost \$1,596. Fourth street from Jackson street to Broadway, 1,310 feet. Cost \$9,800. Granite street from Mississippi street to Courtland street, 1,660 feet. Cost \$4,449. Goodrich avenue from Fort street to Leech street, 1,070 feet. Cost \$2,650. Grand avenue from Lawton street to Victoria street, 4,320 feet. Cost \$3,400. Jackson street from Pearl street to Arch street, 2,990 feet. Cost \$14,675. Kent street from Summit avenue to Marshall avenue, 550 feet. Cost \$1,640. Lafayette avenue from Collins street to Barris street, 1,310 feet. Cost \$2,665.81. Laurel avenue from Western avenue to Dale street, 2,670 feet. Cost \$1,750. Maiden Lane No. 1, from Western avenue to Virginia avenue, 330 feet. Cost \$175. Maiden Lane No. 2, from Nina avenue to Selby avenue, 700 feet. Cost \$615. Minnesota street from Fifth street to Seventh street, 620 feet. Cost \$350. Mount Arvy street from Jackson street to Broadway street, 460 feet. Cost \$4,500. Otsego street, from Lafayette avenue to Mount Ida street, 820 feet. Cost \$2,230.25. Ninth street, from Jackson street to Broadway, 1,320 feet. Cost \$7,800. Robie, Susan and Winnifred streets, from Concord street to Madrid street, 4,950 feet. Cost \$2,933. Rosabel street, No. 1, from Fourth street to union depot grounds, 500 feet. Cost \$1,500. Rosabel street, No. 2, from Ninth street to Tenth street, 300 feet. Cost \$634. Ross street, from Seventh street to Earl street, 520 feet. Cost \$449. Selby avenue, from Western avenue to Dale street, 2,600 feet. Cost \$2,770. Sixth, John and Neill streets, from Broadway to Kitson street, 4,250 feet. Cost \$10,916. Shawley street, from 144 feet south of Third street to Fifth street, 850 feet, cost \$6,400. Seventh street, from Jackson street to Kitson street, 3,180 feet, cost \$24,108. Third street, from Wacouta street to Broadway, 570 feet, cost \$3,900. Third street, from Sibley to Wacouta street, 360 feet, cost \$3,750. Tenth street, from Jackson street to Lafayette avenue, 2,750 feet, cost \$9,800. Tikon street, from Wabashaw street to Rice street, 1,170 feet, cost \$3,179.65. University avenue, from Dale street to Lexington avenue, 5,240 feet, cost \$7,500. Westminster street, from Lafayette avenue to Whittall street, 2,650 feet, cost \$7,821.37. Wacouta street, from block 2, Hopkins addition to union depot grounds, 520 feet, cost \$608. Williams street, from Mississippi street to block 3, De Bow, Smith, Risque and Williams' addition, 640 feet, cost \$3,375. Dale street, from Summit avenue to Marshall avenue, 2,550 feet, cost \$3,375.

RECAPITULATION. Whole number of feet graded..... 97,930 Or in miles..... 19 56/100 Total cost of grading..... \$271,113 03 Number of contractors..... 54 Miles of level run by engineer corps..... 36 1/2 MISCELLANEOUS. In addition to the above a large amount of contracts have been let and money expended under the supervision of the city engineer, which we classify under the above head as follows:

Baldwin school addition..... \$ 4,900 00 County and city hospital..... 5,570 00 Engine house, Fourth ward..... 7,250 00 Kate street, Sixth ward..... 10,889 91 Maria avenue, Dayton's bluff..... 8,350 00 Market house, flagging..... 88 88 Market house, sidewalk..... 875 00 Rice park, seeding..... 353 24 Rice park, fence..... 787 00 Sidewalks, H. Starkey..... 890 91 Sidewalks, Peter Borkey..... 41,198 50 Valley street steps..... 188 59 Two fire cisterns..... 3,480 00 Total..... \$85,070 08

SIDEWALKS AND LUMBER. Total length of sidewalks and crosswalks built during year, miles..... 23 5/10 Amount of lumber in same feet..... 2,010,000 Built by street force, miles..... 3 Amount of lumber in same feet..... 230,000 Total amount of lumber used..... 2,240,000 Total amount of lumber used for sidewalks, feet..... 2,568,700

ST. PAUL WATER WORKS. The subject of supplying the city with water began to be talked about just before the war and was not resumed until after its close in 1865, when the first decisive steps were taken. From that period until 1868, the time was occupied in preliminary steps such as where the supply should come from; right of way, city ordinances, etc., all of which is without interest to the present residents of the city, although they had a wonderful amount of interest to the citizens eighteen years ago. In 1868 the work of building the main pipe from Phalen lake was begun, and in December, 1869, the water was turned on for the first time. This was, however, more to test the nature of the work than with a view to supply the city. During the following year, however, 1870, the mains were extended, and it may be said that the history of the St. Paul water works dates from that year. The present supply of water is drawn directly from the following named lakes whose area in acres is as follows: Phalen, 337; Gervais, 210; Vadnais, 560; Lambert, 750; Pleasant, 730; White Bear, 3,600; Bald Eagle, 1,280; Bass lake, 400; Otter lake, 400, and other smaller lakes which can be made available, giving fully 10,000 acres of water to supply the city. To all present appearances the supply from these sources alone will be sufficient to furnish a city of five times the present population for all time to come. Of the quality of the water it is not necessary to speak as it has been thoroughly established by scientific analysis that it is superior to any in the West, and in regard to purity unsurpassed in the United States.

To the Hon. C. D. Gillilan more than any other person is St. Paul indebted for her present supply of pure water. Nearly twenty years ago when St. Paul was only a village compared with its present size and population, his foreseeing mind discerned the ultimate need of the city of the future, and notwithstanding the difficulties in the way he steadily followed up the plan which he had matured, which has culminated in giving St. Paul its present abundant supply of pure water. He had to encounter obstacle after obstacle in the shape of right of way, drainage of lakes, the jealousy of the city council in granting privileges, etc., but undaunted and undismayed he pursued the even tenor of his way, until, as above stated, he brought the water into the city in 1869, and in 1870 began to extend its system of mains and lateral pipes. The St. Paul water works was under the management of a private corporation with Hon. C. D. Gillilan as president, and John Canfield as secretary, together with a board of directors elected annually until the 10th day of August, 1882, when they passed into the possession of the city, by virtue of an act passed by the legislature, and since that time has not been repeated, as the Globe at an early time ago published all the features of the act. The following are the present OFFICERS OF THE WATER WORKS: Commissioners, C. D. Gillilan, president, term expires June 1, 1886; C. W. Griggs, term expires June 1, 1885; C. H. Boardman, term expires June 1, 1884; P. H. Kelly, term expires June 1, 1883; Edmund Rice, mayor, member ex-officio; John Canfield, secretary; John B. Overton, superintendent; and L. W. Rundlett, engineer. Mr. John Canfield, the secretary of the works, and Mr. John B. Overton, the superintendent, have submitted their first report to the board, from which we glean the following items which will be of interest to tax payers and consumers:

The bonded debt of the city on account of the water works is \$510,000, of which \$350,000 is in 4 per cent. city bonds, payable in thirty years from Jan. 1, 1882, and \$160,000 of 8 per cent. water company bonds issued by the city and due Jan. 1, 1889. The floating debt is \$17,000, which will be reduced in January to \$10,000, and in February to \$8,000. The total water receipts, including miscellaneous receipts, for the year ending Dec. 1, 1882, estimated at \$60,000, and the expenses, including interest and maintenance, estimated at \$36,000, floating debt, \$17,000, leaving a surplus of \$7,000. There have been 2,130 applications made for water since the works were built, of which 269 were made during the past year, this being the largest number since the works were built except in 1870 when the water was first introduced into the city. Since the city obtained possession of the works 118 applications have been made, 130 consumers are supplied by meters, the bills being payable monthly; 200 are shut off leaving 1,800 water takers paying flat rates. In general the rate is \$10 per annum for each private dwelling occupied by one family and \$12 per annum for each public building, \$1,000 or fraction thereof, of the assessed valuation in excess of \$1,000 of each dwelling and the lands and buildings connected therewith, special rates are made for business houses, dependent upon the nature of the work done and amount of water consumed. Of the 200 shut off about seventy-five will be turned on within sixty days, being buildings in course of construction, leaving 123 which the board has no revenue. This includes school houses, city buildings, engine houses and public fountains. Since the city came into possession of the works the general receipts from August 10 to Dec. 1, 1882, including dues, meters, connections, bills payable, etc., amounted to \$27,541.75, and expenditures for the same period on account of maintenance, connections, repairs, extensions, etc., were \$25,937.61, showing a surplus of \$1,604.14. The report of Superintendent Overton states that the principal expense of the works since they came into possession of the city was for relaying the sixteen-inch pipe on Lafayette avenue, required by the change of grade. Since August 10, 1882, 963 feet of four-inch and 2,330 feet of six-inch pipe have been laid; 269 new service connections were put in during 1882, and about fifty old services reconstructed. There are 197 hydrants in use, of which 181 are of the Holly pattern and sixteen of the Matthew. These hydrants vary in size from four to sixteen inches. In 1882 there were laid eleven valves of six inches and six of four inches. From August 10 to December 1 there have been laid 3,793 feet of water mains, of which 963 feet were four-inch, and 2,830 feet were six-inch diameter. The total length of pipe laid up to December 1, 1882, is 126,895 feet, or a trifle over twenty-four miles. According to size the pipe is as follows:

Feet. 4-inch..... 33,933 6-inch..... 58,963 12-inch..... 3,640 16-inch..... 29,359 24-inch..... 7,600 Total..... 126,895 The board of water commissioners, in their first report to the common council, after reciting a few generalities, all of which are included in the above statement, conclude their report by saying: "For some time past surveys have been in progress looking to the establishment of a line by which the new supply can be brought into the city, and also suitable ground for reservoirs in and near the city. We are able to state that a suitable line for the aqueduct has been found, and which apparently presents no engineering difficulties. The surveys have not progressed far enough to determine the point of entrance for the necessary lines into the city and the site of the reservoirs. The location of these lines and sites will require a great deal of examination and careful engineering, which we expect to have accomplished by June next. We trust to be able to have a portion of the line of aqueduct completed during the year 1883."

WORK IN CONTEMPLATION FOR 1883. The following is a list of street grading, paving and sewerage which has either been sent to the board of public works to investigate and report or ordered done by the city council. Of course it will be remembered that these orders are constantly increasing at every meeting of the council, and the following list embraces but a small moiety of the work that will be done during the year 1883. STREET PAVING AND GRADING. Paving Seventh street from Jackson street to Fort street with cedar blocks and granite curbs. Estimated cost \$33,300. Paving Wabashaw street from Third street to Iglehart avenue with cedar blocks and granite curbs. Estimated cost \$25,150. Paving Sibley street, from Fifth street to Seventh street, with cedar blocks and granite curbs. Estimated cost \$7,020. Paving Third street, from Wacouta street to Broadway, with cedar blocks and granite curbs. Estimated cost \$5,500. Paving Jackson street, from Seventh street to Ninth street, with cedar blocks and granite curbs. Estimated cost \$5,650. Paving Broadway, from Third street to Tenth street, with cedar blocks and granite curbs. Estimated cost \$21,350. Paving Eighth street, from Kitson street to Wabashaw street, with cedar blocks and granite curbs. Estimate of cost not complete. Paving Minnesota street from Third street to Eighth street with cedar blocks and granite curbs. Estimate not complete. Paving Washington street from Third street to Seventh street with cedar blocks and granite curbs. Estimate not complete. Paving Fourth street from Jackson street to St. Peter street with cedar blocks and granite curbs. Estimated cost \$12,600. For grading Claghorn street from Thomas street to Minnehaha street. Estimated cost \$5,040. For grading Eighth street from Cedar street to Wabashaw street. Estimate not complete. For grading Grotto street from Summit avenue to University avenue. Estimate not complete. For opening Dale street from Marshall avenue to Minnehaha street. Estimate not complete. For building the culvert at the Seventh street crossing. Estimated cost \$25,000. SEWERS. On Sibley street from Seventh street to Eighth street. Estimate not complete. On Seventh street from Minnesota street to Robert street. Estimate not complete. On Eighth street from Temperance street to Minnesota street and from Cedar street to Wabashaw street. Estimate not complete. On Jackson street from Ninth street to Twelfth street. Estimate not complete. On Fourth street from Robert street to Minnesota street. Estimate not complete. On Seventh street over Phalen's creek. Estimated cost \$21,700. SIDEWALKS AND CROSSWALKS. It is estimated that fully thirty miles of sidewalks and crosswalks will be built during the year, at a probable cost of \$55,000. BRIDGES. There have been expended in repairs upon the different bridges in the city during the past year the following sums: Wabashaw street bridge..... \$2,512 Seventh street bridge..... 1,312 Mississippi street bridge..... 160 Phalen creek bridge..... 210 Bridges in West St. Paul..... 200 Total..... \$4,394 The contract for the three new iron spans of the Wabashaw street bridge has been let for \$20,400, to be completed by June 1. The other spans will have to be rebuilt during the present year at an estimated cost of some \$70,000, which includes new piers and the abutment on the West St. Paul side. PARKS. The great value of Mrs. Lydia E. Pinkham's Vegetable Compound for all diseases of women is demonstrated by every day experience. The writer of this had occasion to step into the principal Pharmacy of a city of 140,000 inhabitants, and on inquiry as to which is the most popular proprietary medicine of the time, was answered, that Mrs. Pinkham's Vegetable Compound occupies a most conspicuous place in the front rank of all the remedies of this class now before the public.—Journal.

Too Much Mineral Water Had They. [London Globe, Dec. 8.] Some burglars who a short time ago broke into a country house at Lachen have, on Brussels correspondent writes, been discovered in a singular manner. It had been remarked that several bottles containing mineral water had been emptied, and one day the police, who had been making fruitless attempts to trace the culprits, heard that some men of more or less doubtful character had, while drinking at a cabaret, expressed their disgust at the meanness of rich people who out of avaree keep in their cellars wine so bad that it makes those who drink it ill. This was enough. The men were questioned and ended by confessing that they were the robbers. They had taken the mineral waters for white wine—a mistake for which they are paying dearly. Riches in Hop Farming. At the present prices, ten acres in Hops will bring more money than five hundred acres in any other farming; and, if there is a consumer or dealer who thinks the price of Hop Bitters high, remember that Hops are \$1.25 per lb., and the quantity and quality of Hops in Hop Bitters and the price remains the same as formerly. Don't buy or use worthless stuff or imitations because the price is low.

after their first report to the common council, after reciting a few generalities, all of which are included in the above statement, conclude their report by saying: "For some time past surveys have been in progress looking to the establishment of a line by which the new supply can be brought into the city, and also suitable ground for reservoirs in and near the city. We are able to state that a suitable line for the aqueduct has been found, and which apparently presents no engineering difficulties. The surveys have not progressed far enough to determine the point of entrance for the necessary lines into the city and the site of the reservoirs. The location of these lines and sites will require a great deal of examination and careful engineering, which we expect to have accomplished by June next. We trust to be able to have a portion of the line of aqueduct completed during the year 1883."

WORK IN CONTEMPLATION FOR 1883. The following is a list of street grading, paving and sewerage which has either been sent to the board of public works to investigate and report or ordered done by the city council. Of course it will be remembered that these orders are constantly increasing at every meeting of the council, and the following list embraces but a small moiety of the work that will be done during the year 1883. STREET PAVING AND GRADING. Paving Seventh street from Jackson street to Fort street with cedar blocks and granite curbs. Estimated cost \$33,300. Paving Wabashaw street from Third street to Iglehart avenue with cedar blocks and granite curbs. Estimated cost \$25,150. Paving Sibley street, from Fifth street to Seventh street, with cedar blocks and granite curbs. Estimated cost \$7,020. Paving Third street, from Wacouta street to Broadway, with cedar blocks and granite curbs. Estimated cost \$5,500. Paving Jackson street, from Seventh street to Ninth street, with cedar blocks and granite curbs. Estimated cost \$5,650. Paving Broadway, from Third street to Tenth street, with cedar blocks and granite curbs. Estimated cost \$21,350. Paving Eighth street, from Kitson street to Wabashaw street, with cedar blocks and granite curbs. Estimate of cost not complete. Paving Minnesota street from Third street to Eighth street with cedar blocks and granite curbs. Estimate not complete. Paving Washington street from Third street to Seventh street with cedar blocks and granite curbs. Estimate not complete. Paving Fourth street from Jackson street to St. Peter street with cedar blocks and granite curbs. Estimated cost \$12,600. For grading Claghorn street from Thomas street to Minnehaha street. Estimated cost \$5,040. For grading Eighth street from Cedar street to Wabashaw street. Estimate not complete. For grading Grotto street from Summit avenue to University avenue. Estimate not complete. For opening Dale street from Marshall avenue to Minnehaha street. Estimate not complete. For building the culvert at the Seventh street crossing. Estimated cost \$25,000. SEWERS. On Sibley street from Seventh street to Eighth street. Estimate not complete. On Seventh street from Minnesota street to Robert street. Estimate not complete. On Eighth street from Temperance street to Minnesota street and from Cedar street to Wabashaw street. Estimate not complete. On Jackson street from Ninth street to Twelfth street. Estimate not complete. On Fourth street from Robert street to Minnesota street. Estimate not complete. On Seventh street over Phalen's creek. Estimated cost \$21,700. SIDEWALKS AND CROSSWALKS. It is estimated that fully thirty miles of sidewalks and crosswalks will be built during the year, at a probable cost of \$55,000. BRIDGES. There have been expended in repairs upon the different bridges in the city during the past year the following sums: Wabashaw street bridge..... \$2,512 Seventh street bridge..... 1,312 Mississippi street bridge..... 160 Phalen creek bridge..... 210 Bridges in West St. Paul..... 200 Total..... \$4,394 The contract for the three new iron spans of the Wabashaw street bridge has been let for \$20,400, to be completed by June 1. The other spans will have to be rebuilt during the present year at an estimated cost of some \$70,000, which includes new piers and the abutment on the West St. Paul side. PARKS. The great value of Mrs. Lydia E. Pinkham's Vegetable Compound for all diseases of women is demonstrated by every day experience. The writer of this had occasion to step into the principal Pharmacy of a city of 140,000 inhabitants, and on inquiry as to which is the most popular proprietary medicine of the time, was answered, that Mrs. Pinkham's Vegetable Compound occupies a most conspicuous place in the front rank of all the remedies of this class now before the public.—Journal.

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