# STREETS AND SEWERS.

**Great Improvements During the Past Year—Thoroughfares Which Were Graded and Paved—Sidewalks Laid and Sewers Built.**

The march of improvements in Los Angeles has been wonderfully rapid in the past few years. When it is considered that a few years ago there were practically no graded streets here, and but few sewers, and that up to within less than four years there were no pavements in the city, it is a remarkable fact that there are today over seventy-five miles of graded streets and nearly eight miles of paved streets. The grading and paving of these thoroughfares has caused an outlay of money amounting in the aggregate to $1,126,700, and has given employment to thousands of people.

Of this work, 11.46 miles of street have been graded during the past year, at a cost of $171,184.55, or 15 per cent. of that done in previous years; and four-fifths of a mile of streets have been paved, at a cost of $48,261.93.

There are, all told, about 76½ miles of paved sidewalks in the city, which were laid at a cost of $391,000; and 42 miles of curb have been laid at a cost of about $104,000.

The following is a list of the year's improvements:

VROOMAN ACT.—GRADING, GRAVELING AND CURBING.

| STREET. | BETWEEN | LENGTH. | TOTAL COST. |
|---|---|---|---|
| Orange | Kip and Alvarado | 4,915.58 | $ 15,653.57 |
| East Edgeware road | Carroll avenue and Waters | 1,081.30 | 3,090.84 |
| Farragut | Seventh and Ward | 1,142.12 | 2,841.18 |
| Council | Hobart and Belmont | 622.18 | 1,345.37 |
| Alvarado | Ward and west city line | 5,854.11 | 15,310.69 |
| Calumet | Edgeware and Waters | 577.67 | 1,322.60 |
| Ward | Alvarado and Park View | 1,344.72 | 8,159.94 |
| Grand | Third and Fourth | 474.23 | 827.98 |
| Alta | Downey and Hawkins | 568.51 | 1,053 61 |
| Sepulveda | Alameda and Lafayette | 721.25 | 1,297.32 |
| First | Soto and Matthews | 361.25 | 322.00 |
| Aliso | Los Angeles river and Angle | 1,692.55 | 4,344.00 |
| Loma Drive | Ward and Arch | 1,702.39 | 3,536.27 |
| Second street | Intersection of Belmont | | 202.77 |
| Arnold | Loma drive and Columbia | 449.06 | 1,319.67 |
| First street | Mott and Evergreen | 1,186.12 | 2,309.64 |
| Bixel | Ward and Arnold | 1,380.00 | 4,731.16 |
| Flower | Pine and a point 225 feet south | 285.00 | 472.20 |
| Hancock | Downey and George | 988.00 | 1,922.16 |
| Los Angeles | Alameda and Commercial | 1,391.61 | 3,774 02 |
| Bailey | First and Pennsylvania | 296.00 | 530.62 |
| Bellevue | Beaudry and Lomitas | 3,732.61 | 15,509.15 |
| Brent | Bellevue and Temple | 509.75 | 1,549.63 |
| Jefferson | Main and Figueroa | 2,441.85 | 3,864.84 |
| Edgeware road | Temple and Court | 1,056.60 | 2 832.64 |
| Third | Bixel and Beaudry | 1,403.20 | 4,312.98 |
| Ward | Bixel and Farragut | 114.98 | 489.55 |
| Patrick | Hancock and 150 feet west | 150.00 | 351.86 |
| Buena Vista | Bishop road and River | 2,749.20 | 6,907.35 |
| Sixth | Lucas and Witmer | 557.59 | 4,331.50 |
| Twenty-third | Main and Maple | 1,030.65 | 1,677.62 |
| Fourth | Main and Los Angeles | 376.40 | 784.11 |
| | Total | 41,160.48 | $ 116,984.85 |

GRADED AND CURBED STREETS—PRIVATE CONTRACT.

| STREET. | BETWEEN WHAT POINTS. | LINEAL FEET. |
|---|---|---|
| Sentous street | Pico to Eleventh | 1,064.00 |
| Patton street | Temple to Bellvue avenue | 423.00 |
| San Julian street | Fifth to Seventh | 1,375.00 |
| Tenth street | San Julian to Maple avenue | 685.00 |
| Ward street | Bixel to Lucas avenue | 540.00 |
| Scarff street | Twelfth to Adams | 1,044.00 |
| Lopez street | Aliso to Pennsylvania | 339.00 |
| Twenty-third street | Toberman street west | 235.00 |
| Twenty-second street | Figueroa to Grand avenue | 1,185.00 |
| Eighth street | Grand avenue to Pearl street | 1,150.00 |
| Hope street | Third to Fourth | 608.00 |
| Adams street | Main to Los Angeles | 2,444.00 |
| Maple street | Ninth to Twelfth | 1,745.00 |
| San Pedro street | Fifth to Pine | 6,428.00 |
| Belmont and silver streets | Intersection | 65.00 |
| Total | | 19,330.00 |

PAVING—VROOMAN ACT—GRANITE BLOCKS.

| STREET. | BETWEEN WHAT STREETS. | SQ. FEET. | TOTAL COST. |
|---|---|---|---|
| First street | Hewitt to Garey street | 4,588.00 | $ 1,662.50 |
| Los Angeles and First, int | | 3,180.00 | 908.40 |
| Second street | Main to Los Angeles—private c'nct | 3,625.00 | 1,087.00 |
| Total | | 11,393.00 | $ 3,657.90 |
| | PORPHYRY. | | |
| Walters street | New High to Buena Vista street | 6,414.80 | $ 992 53 |
| Walters street | Alameda to Upper Main street | 11,327.68 | 1,240.81 |
| New High street | Alpine to Marchessault street | 66,827.39 | 10,509 64 |
| New High street | Temple to Marchessault st—priv. c't | 54,800 00 | 8,768.00 |
| Total | | 139,369.78 | $21,510 98 |
| | BITUMINOUS LIME ROCK. | | |
| New High street | Franklin to Temple street | 23,651.75 | $ 7,236.63 |
| Mott alley | Intersection of First street | 254.80 | 124.52 |
| Temple street | Spring to Grand avenue | 45,083.61 | 15,731.90 |
| Total | | 68,990.16 | $23,093.05 |

SIDEWALKS—VROOMAN ACT.

| STREET. | BETWEEN WHAT POINTS. | LIN. FEET. | SQ. FEET. | TOTAL COST. |
|---|---|---|---|---|
| Manhattan street | Grand avenue to Figueroa street | 495.80 | 2,662.20 | $ 320.63 |
| Requena street | Los Angeles to Wilmington street | | 6,168.18 | 936.71 |
| Orange street | Pearl to Loomis street | 685.95 | 4,836.78 | 541.68 |
| Requena street | Loomis to | 680.77 | 4,986.65 | 769.81 |
| Hill street | Second to Pico street | 4,280.96 | 34,885.30 | 3,758.30 |
| Washington street | Figueroa to city line | 2,351.93 | 14,644.62 | 2,617.63 |
| Figueroa street | Pico to Washington street | 2,039.80 | 17,633 09 | 2,779.06 |
| Figueroa street | Jefferson to Washington | 3,571.05 | 22,765.66 | 3,931.89 |
| Olive street | Fif h to Sixth street | 200.00 | 1,186.80 | 278.49 |
| Rosas street | Bellevue to Alpine street | 1,585.55 | 6,610.94 | 728.91 |
| Twelfth street | Main to San Pedro street | 1,462.59 | 6,389.28 | 797.01 |
| Adams street | Grand avenue to Figueroa street | 64.00 | 384.00 | 72.19 |
| Total | | 17,346.50 | 123,153.50 | $17,532.31 |
| | PRIVATE CONTRACT. | | | |
| Cement walk | | 29,460.00 | | $ 4,500.00 |
| Total | | 46,806 50 | 123,153.50 | $22,032.31 |

STORM DRAINS AND ZANJAS.

There are over seventeen and a quarter miles of zanjas in operation in the city, the cost of which was about $137,000, and they are not only used for irrigating purposes, but some of them, also, for the conveyance of storm water, the stormwater drains proper, most of which are built of cement pipe, being only about four miles long, and costing $26,104. During the past year but little was accomplished in the way of extending or improving the storm drains or zanjas, not more than one and a half miles of both being built, all told. This, however, cost $6,666.15.

The construction of storm drains large enough to carry off the immense volumes of water which accumulate every rainy season, was opposed by the people, on the ground that there was no necessity for them. As a matter of fact, however, the amount of damage done by the storm water every winter amounts in a very few years to more than this work would cost, and it is undoubtedly only a question of time before the work is carried out.

The following table shows the amount of new work performed during the year:

ZANJAS AND STORM DRAINS.

| NAME. | DESCRIPTION. | LENGTH. | SIZE. | TOTAL COST |
|---|---|---|---|---|
| Zanja Madre | Flume | 369.00 | 3x6 | $ 431 73 |
| Zanja Madre | Brick arch near Buena Vista street | 239.00 | | 466.05 |
| Zanja 9 E | Trestle across the Los Angeles river | 225 00 | 22 in. | 1,293.75 |
| Zanja 9 R | Boyle Heights | 1,661 75 | 16 in | 938.89 |
| Zanja 8 R | On Figueroa street and 218 feet of conduit | 1,125.00 | 22 in. | 877.50 |
| Zanja No 3 | Central ave | 585.00 | 22 in. | 358.31 |
| Zanja 8 R | On Washington street | 1,233.50 | 16 in. | 530.40 |
| Zanja No. 5 | On Jefferson street | 1,600.00 | 16 in. | 656.00 |
| Zanja No. 7 | Boyle Heights | 174.00 | 30 in. | 170.52 |
| | Pearl street, near Temple | 800.00 | | 800.00 |
| Zanja No. 6-1 | Aliso Street, between Railroad and Elmyra sts | 360.00 | 30 in. | 83.00 |
| Storm drain | Two catch basins | | | |
| Nichol's ditch | Orange street | 350.00 | 9½ in. | |
| Woolen Mill ditch | Second street | 2,471.00 | 22 in. | |
| | Total | 11,193.25 | | $ 6,606.15 |

The receipts from the various zanjas for the year, as taken from the zanjero's annual report, are as follows:

| | |
|---|---|
| Zanja No. 1 | $ 1,063 50 |
| Zanja No. 2 | 2,331 00 |
| Zanja No. 3 | 2,033 00 |
| Zanja No. 4 | 2,122 50 |
| Zanja No. 5 | 1,969 50 |
| Zanja No. 6-1 | 86 50 |
| Zanja No. 7 | 309 00 |
| Zanja No. 8-R | 2,651 00 |
| Zanja No. 9-E | 950 00 |
| Zanja No. 9-R | 194 50 |
| Zanja C. and R | 367 50 |
| Zanja N. D | 94 00 |
| Total | $14,172 00 |

The zanjero recommends that something be done in order to abandon that portion of zanja No. 7, along the bluff from Macy street, and the supplying of water for irrigation from reservoir No. 5, zanja 8-R, as the cost of repairing and maintaining the present ditch is very great, necessitating the building of a dam every year near the covered bridge and the opening up, some years, of the entire ditch. Especially is this the case after a very wet winter.

Owing to the deepening of the channel of the river at Macy street, it will be more expensive every year to build a dam at that point, and the demand for irrigating water at Boyle Heights being quite limited, zanja 9-R can be made to supply all the land irrigated at present from No. 7 in the city.

ZANJAS.

Following is a list of the zanjas:

| | Feet. | Cost. |
|---|---|---|
| Zanja Madre | 1,231 | $ 5,034 19 |
| Brooklyn street | 1,200 | 504 00 |
| Nichlos ditch | 6,964 | 7,312 20 |
| Jefferson street | 1,100 | 693 00 |
| Woolen mill | 7,172 | 8 364 26 |
| East Side | 7,449 | 17,655 92 |
| Supply pipe | 19,355 | 23,992 81 |
| Zanja No. 4 | 6,474 | 11,523 72 |
| Washington | 2,507 | 2,306 44 |
| Main street | 5,108 | 4,699 36 |
| Zanja No. 5 | 4,211 | 7,158 70 |
| Central avenue | 2,407 | 4,284 46 |
| Zanja 6 1 | 8,772 | 16,071 07 |
| Zanja 8 R | 13,621 | 14,972 08 |
| Zanja Madre | 3,670 | 12,404 60 |
| Total | 91,241 | $136,977 41 |

SEWERS.

There are nearly twenty-one miles of sewers in operation in the city, draining the principal business portions of the city, located west and south between Virgin and Seventh streets, and east and west between Los Angeles street and Grand avenue. During the past year about nine and one-half miles of main and intercepting sewers have been built by the city bonds, and over three miles of lateral sewers have been constructed under the Vrooman act, principally in the College-street hill district.

The Arroyo de los Reyes main sewer has been completed, at a cost of $40,991, of which $23,970 was for pipe and $17,021 for labor and manholes.

The western intercepting sewer is completed to about one-half of its length, that is to say, from Jefferson street to Pico street, and has cost $26,880.53, of which $17,387.02 was for pipe and the balance for labor and manholes.

About one-fourth of the southern interceptor has been built, viz., from Grand avenue to San Pedro street, where it meets the present outfall sewer. So far it has cost $10,357.46, of which the cost of the pipe amounted to $7,202.46.

Only two sections of the central interceptor have been built; but it has already cost $94,964.60 for material and labor. The rest of the sewer, with the exception of one and a half miles, between Mission and Sixth streets, for which no arrangements have yet been made, is contracted for and will soon be completed, as will also the Mozart street main sewer, which is under construction.

Ground has not yet been broken for the Hollenbeck arroyo main sewer, but it is to be hoped that the existing difficulties, which have prevented its construction, will soon be overcome so that the drainage of the territory on Boyle Heights need not be delayed when the main system is ready for the reception of its sewage.

The problem still remains to be solved, as to the disposition of the sewage when all these sewers, for which bonds were issued last year, are completed. It will be remembered that the question of building an outfall sewer to the sea, was submitted to the people in March last, and by them defeated, apparently for the reason that the expense to be incurred thereby was too great.

The city engineer in his annual report for the past year lays before the council the following proposition for the temporary relief of the city:

The route for this outfall sewer is practically the same as that of the plan of 1887, through Inglewood. It will, however, not be able to deliver all the sewage which the interior system can carry to it, but it will suffice for a population of 100,000 inhabitants, and can be built for $250,000. He advises the construction of this sewer as planned by the engineering commission, from the southwest corner of the city to the intersection of Wesley and Santa Monica avenues; thence in as direct a line as possible to Hyde park station. This section to be of steel pipe, 3-16 of an inch thick, and 36 inches in diameter, under a maximum pressure of 20 feet. Thence to Inglewood, the sewage would be conducted in in a cement pipe by gravity; thence through Inglewood to a point some distance away, in another steel pipe of the same dimensions, but under a maximum pressure of 30 feet; thence in an open ditch to the ocean.

Whether or not satisfactory arrangements for this route can be made with the property owners along the line remains to be seen; but as the sewage can be used for the irrigation of from 4000 to 6000 acres of sandy land en route, and in rainy weather can be turned into the ocean, there is no reason why they should be averse to it. Of course the sewage would have to be carried into the ocean through an iron pipe for some distance, but 1000 feet would be ample at the beach beyond Inglewood.

Steel pipe is advocated because it cheapens the construction considerably, as it can be laid under pressure, and therefore practically in a straight line, thus shortening the distance. The sewer can be kept perfectly clean by turning into it the surplus river water at Sixth street, thus creating an estimated maximum velocity of four feet per second.

The following table shows the amount of work done during the past year:

MAIN SEWER LAID UNDER THE BONDS.

| STREET. | BETWEEN WHAT POINTS. | SIZE, INCHES. | LENGTH, LIN. FEET. |
|---|---|---|---|
| Southern Interceptor | Grand to San Pedro | 24 | 3,757 |
| Western Interceptor | Jefferson to Pico | 24 | 6,606 |
| | | 20 | 3,694 |
| | | 24 | 3,482 |
| Arroyo de los Reyes | | 20 | 3,066 |
| | | 24 | 4,446 |
| (Grand avenue to Temple on Lake Shore and to Temple on Beaudry street | | 20 | 5,113 |
| | | 24 | 6,743 |
| | | 30 | 3,346 |
| | | 36 | 1,961 |
| Total | | | 49,370 |

SEWERS LAID UNDER VROOMAN ACT.

| STREET. | BETWEEN WHAT POINTS. | LENGTH. | COST. |
|---|---|---|---|
| Central Intercepter | Alpine to College | 633.00 | $ 515.33 |
| Yale | College street system | 13,640.22 | 12,503.20 |
| College street system | | 1,488.90 | 1,092.19 |
| New High | Bellevue to Alpine | 154.15 | 247.65 |
| New High | Bellevue to Marchessault | 291.25 | 345.00 |
| Hope | Sixth street 291.25 feet north | | |
| Total | | 16,167.52 | $14,703.37 |

Wedding bells at the Violet florist store, 235 South Spring street.

# IN GOOD SHAPE.

**The City Fire Department Well Organized.**

**Its Present Status and Scope—The Record for the Year—The Fire Alarm System and the Location of the Boxes.**

Of all the departments under the control of the municipal authorities, perhaps no one is of more importance to the general public than that which is maintained for the sole purpose of protecting property from the ravages of fire; nor is there one which more justly deserves to be congratulated upon the good work it has uniformly performed throughout the past year.

The Los Angeles fire department, which is directly under the control of a board of fire commissioners appointed by the city council, which acts in conjunction with the mayor, consists of seventy-six men, all told. This number includes a chief engineer, an assistant chief, an electrician, seven engineers, sixteen expert drivers, nine foremen, a pipeman, a tillerman for the hook and ladder truck, and thirty-nine callmen; of these twenty-eight are permanently employed by the department at salaries ranging from $60 to $175 per month, the other forty-eight "callmen" receiving a remuneration of from $20 to $25 per month each, for their services, which seldom interfere with their duties elsewhere.

The men are divided into nine companies which are stationed in various parts of the city as follows:

Engine Company No. 1—Located on the corner of Pasadena avenue and Hoff street, East Los Angeles. Is equipped with a second-class Amoskeag engine, drawn by two horses, and a two-wheel hose cart, drawn by one horse, carrying 800 feet of hose. Foreman, engineer, two drivers and four callmen.

Engine Company No. 2—Located on Sixteenth street, near Grand avenue. Equipped with a second-class Amoskeag engine, drawn by two horses, and a hose cart, drawn by one horse, carrying 800 feet of hose. Foreman, engineer, two drivers and four callmen.

Engine Company No. 3—Located on West Third street, between Main and Spring streets. Equipped with a second-class Amoskeag engine, drawn by two horses, and a hose cart, carrying 800 feet of hose, drawn by one horse. Foreman, engineer, two drivers and four callmen.

Engine Company No. 4—Located at the Plaza. Equipped with a second-class Ahrens coil engine, drawn by two horses, and a hose cart carrying 800 feet of hose, drawn by one horse. Foreman, engineer, two drivers and four callmen.

Engine Company No. 5—Located on Ninth street, near Main street. Equipped with a second-class Ahrens engine drawn by two horses, and a hose cart carrying 800 feet of hose, drawn by one horse. Foreman, engineer, two drivers and four callmen.

Engine Company No. 6—Located on Virginia avenue, Boyle Heights. Equipped with a second-class Ahrens engine, drawn by two horses, and a hose cart carrying 800 feet of hose, drawn by one horse. Foreman, engineer, two drivers, and four callmen.

Engine Company No. 7—Located on Temple street, near the cable power house. Equipped with a second-class Ahrens coil engine, drawn by two horses; and a hose cart carrying 800 feet of hose, drawn by one horse. Foreman, engineer, two drivers and four callmen.

Park Hose Company No. 1—Located on South Spring street, near Fifth. Equipped with a new four-wheel hose carriage with all the latest modern improvements, carrying 1000 feet of hose, drawn by two horses. Foreman, driver and five callmen.

Hook and Ladder Company No. 1—Located on Aliso street, near Alameda street. Equipped with a Hayes extension ladder truck complete, drawn by two horses. Foreman, driver, tillerman and six callmen.

One of the most interesting branches of the department is that by which an alarm is given when a fire occurs. The system now in use in this city is known as the Interstate Fire Alarm system, and it has so far proved a very satisfactory one. It consists of an electric battery of 146 cells, which are stored in the basement of the city hall building, which is connected by over thirty miles of wire stretched upon over 500 poles, with forty-two boxes placed at various points in different parts of the city, with every engine house, and with the huge alarm bell, which weighs 2100 pounds and is suspended in the tower of the city hall. Each box is numbered so as to distinguish it from its fellows, and by a system of intricate machinery the electric current, by the simple pressure of a button inside the box, not only causes the big bell to toll out the number three times, but also rings a gong and sets a register at work which prints the number of the box on a tape so that there can be no mistake, in each of the engine houses, and the chief's office.

During the past year a number of new boxes have been placed in various parts of the city, of a new patent known as the "non-interfering," and it is probable that in the near future all the boxes will be replaced by them. The chief advantage to be gained thereby is that when two alarms are turned in at the same moment, the bell will not ring out both numbers together, thus making them both unintelligible, as is the case with the old style, but will ring each number alternately.

The brigade was called out 173 times during the past year, and of that number 15 were false alarms. The losses by fire and water during the past twelve months aggregate nearly $70,000, although the largest individual loss did not exceed $10,000.

The following statement shows the number of fires which occurred in each month, with the estimated losses incurred therefrom:

| 1890. | No. Fires. | Estim'd Loss. |
|---|---|---|
| January | 11 | $ 7,640 |
| February | 16 | 5,700 |
| March | 10 | 2,100 |
| April | 9 | 3,150 |
| May | 6 | 1,550 |
| June | 17 | 8,600 |
| July | 26 | 7,850 |
| August | 14 | 6,800 |
| September | 16 | 4,800 |
| October | 15 | 7,950 |
| November | 15 | 10,800 |
| *December | 13 | 8,500 |
| Totals | 158 | $75,440 |

*Not official.

The locations and numbers of the various alarm boxes are as follows:

5. Downey avenue and Truman.
6. Mozart and Workman.
7. Downey avenue and Johnston.
8. Daly and Hoff.
12. Pine and Grand avenue.
13. Main and Ninth.
14. Main and Washington.
15. Olive and Ninth.
16. Pearl and Ninth.
17. Olive and Twelfth.
21. Bellevue avenue and New High.
23. San Fernando and Sotello.
24. Buena Vista and College.
25. Main and Alameda.
26. Main and San Fernando.
31. Spring and Second.
32. Main and First.
34. Third and Los Angeles.
35. Main, opposite Commercial.
36. Requena and Los Angeles.
37. Franklin and Spring.
41. Fifth and Wall.
42. Los Angeles and Seventh.
43. Sixth and Olive.
45. Fifth and Spring.
46. Sixth and Pearl.
47. Third and Main.
51. Third and Bunker Hill avenue.
52. Temple and Bunker Hill avenue.
53. Temple street engine house.
54. Temple and Union avenue.
56. Second and Belmont avenue.
57. Bellevue avenue and Montreal.
61. Philadelphia brewery.
62. First and Alameda.
63. Commercial and Wilmington.
64. Alameda and Aliso.
65. Turner and Vignes.
71. Santa Fe depot.
72. S. P. Arcade depot.
81. Twenty-first and Figueroa.
121. First and Lazarovich.
123. Macy and Anderson.

There are also in connection with the department about three hundred hydrants, in various parts of the city.

# THE COUNTIES.

**Their Acreage and Total Value of Property.**

**A List of County Dimensions and Valuations which will Furnish Interesting Points of Comparison.**

The following figures giving the acreage and property valuation of each county in California, is taken from the report of the state controller, for the year ending June 30, 1890. The statement of Los Angeles county given in the report is herewith given in full:

| | No. Acres of Land. | Total value of all Prop. |
|---|---|---|
| Alameda | 438,320 | 76,269,176 |
| Alpine | 34,389 | 272,784 |
| Amador | 251,083 | 4 233,687 |
| Butte | 759,006 | 19,242,934 |
| Calaveras | 369,480 | 4,336,857 |
| Colusa | 1,170,280 | 24,296,589 |
| Contra Costa | 466,434 | 1,552,354 |
| Del Norte | 280,239 | 1,888,931 |
| El Dorado | 369,388 | 3,798,747 |
| Fresno | 2,108,668 | 37,416,557 |
| Humboldt | 1,267,372 | 18,030,262 |
| Inyo | 144,493 | 1,517,036 |
| Kern | 1,179,124 | 11,977,528 |
| Lake | 271,551 | 3,847,353 |
| Lassen | 347,181 | 2,504,319 |
| **Los Angeles** | **983,497** | **69,475,025** |
| Marin | 304,751 | 11,416,412 |
| Mariposa | 338,285 | 1,891,467 |
| Mendocino | 1,254,058 | 11,033,605 |
| Merced | 1,070,485 | 14,071,939 |
| Modoc | 278,737 | 3,083,085 |
| Mono | 89,153 | 915,723 |
| Monterey | 146,887 | 13,943,715 |
| Napa | 381,996 | 14,887,827 |
| Nevada | 315,611 | 5,911,408 |
| Orange | 425,978 | 9,572,809 |
| Plumas | 303,897 | 2,393,209 |
| Placer | 472,236 | 10,169,607 |
| Sacramento | 606,005 | 33,311,952 |
| San Benito | 433,196 | 6,156,211 |
| San Bernardino | 659,005 | 22,490,440 |
| San Diego | 1,408,194 | 30,1 9,872 |
| San Francisco | 27,000 | 301,559,510 |
| San Joaquin | 870,023 | 38,230,488 |
| San Luis Obispo | 1,345,339 | 13,907,759 |
| San Mateo | 289,931 | 13,884,376 |
| Santa Barbara | 1,119,644 | 15,229,434 |
| Santa Clara | 615,860 | 52,284,812 |
| Santa Cruz | 258,897 | 11,302,196 |
| Shasta | 501,453 | 6,516 715 |
| Sierra | 128,695 | 1,574,709 |
| Siskiyou | 410,595 | 5,307,354 |
| Solano | 512,899 | 19,350,253 |
| Sonoma | 824 975 | 30,262,540 |
| Stanislaus | 773,556 | 15,959,538 |
| Sutter | 374,531 | 9,459,030 |
| Tehama | 1,075,344 | 11,788,736 |
| Trinity | 125,352 | 1,136,555 |
| Tulare | 1,583,156 | 23,033,440 |
| Tuolumne | 301,097 | 2,894 645 |
| Ventura | 470,079 | 7 588,199 |
| Yolo | 484,216 | 20,733,198 |
| Yuba | 410,965 | 7,004,741 |

LOS ANGELES COUNTY.

Number of acres of land, values of the several classes of property, and rate of taxation for the year 1890:

| | |
|---|---|
| Number of acres of land | 983,497 |
| Value of real estate other than city and town lots | $16,602,495 |
| Value of improvements thereon | 2.294,220 |
| Value of city and town lots | 28,852,500 |
| Value of improvements thereon | 12,159,080 |
| Total value of real estate | 45,454,995 |
| Total value of improvements on real estate | 14,453,300 |
| Value of personal property including money | 7,213,315 |
| Value of railroads assessed by State Board of Equalization | 2,353,415 |
| Total value of all property | 69,475,025 |
| RATE OF TAXATION ON EACH $100 FOR THE YEAR 1889. | |
| State | $0 58 |
| County—outside | 92 |
| County—inside | 62 |
| Total—outside | 1 50 |
| Total—inside | 1 20 |

INDEBTEDNESS JUNE 30, 1890.

| FUNDED DEBT Name by which bonds are known. | Date of act under which bonds were issued. | Amount of bonds issued. | Year of bonds outst'd'g. | Amount of bonds outst'd'g. | Year of mat'rity | Rate of Inter'st per ct. | Interest, When payable. |
|---|---|---|---|---|---|---|---|
| Bonds of 1881 | March 3, 1881 | $ 46,000 | 1881 | $ 13,000 | 1901 | 6 | Semi-annually |
| Bonds of 1882 | March 3, 1881 | 45,000 | 1882 | 13,000 | 1902 | 6 | Semi-annually |
| Bonds of 1884 | March 3, 1881 | 84,500 | 1884 | 84,500 | 1904 | 6 | Semi-annually |
| Bonds of 1885 | March 14, 1883 | 437,000 | 1885 | 497,000 | 1905 | 4½ | Semi-annually |
| Bonds of 1888 | March 14, 1883 | 200,000 | 1888 | 190,000 | 1908 | 4½ | Semi-annually |
| Total amount of bonds outstanding | | | | $739,500 | | | |
| Floating debt, principal | | | | None | | | |
| Floating debt, interest | | | | None | | | |
| Total debt | | | | $739,500 | | | |
| Cash in the county treasury applicable to payment of indebtedness | | | | 17,840 | | | |
| Old court house, $100,000; new court house, $450,000; DESCRIPTION AND VALUE OF PUBLIC BUILDINGS. county hospital, $50,000; county farm, $35,000; real estate, $30,000 | | | | $710,000 115,000 | | | |
| Total | | | | $825,000 | | | |

# COMMERCIAL FAILURES.

**A Showing for the Year Which Indicates Prosperity.**

The fact has often been noted that despite the time of depression usually after the speculative fever of the real estate sales of 1887, there has been no great commercial break down, and very few failures. Bradstreets' commercial agency furnishes the following statement of failures in the past twelve months:

In the city there were 59, with aggregate assets of $100,600, and aggregate liabilities of $200,862. Of these 32 had liabilities of $1000 and under, and only 4 had liabilities of over $20,000.

In the county there were 21 failures, with aggregate assets of $37,250, and liabilities of $75,300. Of these 6 had liabilities of $1000 or less, and only 2 had liabilities of over $10,000.



# ORANGE LANDS.

**SEMI-TROPIC LAND AND WATER COMPANY.**

**Location of Lands, With Description of Soil and Climate, and Comparison of Prices With Other Lands of Similar Values.**

The original purchase of these lands comprised 29,000 acres, situate immediately west of the cities of San Bernardino and Colton.

Two transcontinental lines of railroad, the Santa Fe and Southern Pacific, traverse east and west these lands, exactly two miles apart, giving us two townsites and stations upon each road, the stations being four miles from each other, thereby giving us unexcelled shipping facilities.

Our land extends to within three miles of San Bernardino, one and one-half of Colton on the east and five miles of Riverside on the south.

Our average altitude is about 1200 feet above sea level, with a gradual and regular slope from the mountains on the north, with just fall enough to irrigate conveniently.

We are 400 feet higher than Riverside and 200 higher than San Bernardino, which exempts us almost entirely from frost.

Our lands are peculiarly adapted to citrus fruits, being right in the heart of the best orange producing country in the state of California. Our subsoil is the same that has made Riverside famous the world over, with this advantage—we are fortunate in having a top dressing of decomposed granite ranging to a depth of from six to eighteen inches, which holds the moisture, always being in good condition for cultivation and readily furnishing the proper nourishment for starting the growth of freshly planted trees and vines.

Irrigation may be indulged in to any degree without fear of injury to the trees, vines or vegetables, or the risk of getting the ground in bad condition, as frequently occurs on land less favored.

Our water rights are unsurpassed. We own and control almost all the water in Lytle creek, the fourth largest stream in Southern California, besides which we have a large scope of artesian water-bearing land where we have thirty fine flowing wells emptying their sparkling waters into pipes which conduct it to the rich lands below for irrigation, and to our streets for protection against fire, and to our dwellings for domestic uses. We are boring more artesian wells constantly, never failing to secure a fine flow of water, so that we have no hesitancy in saying that we have a great abundance of water for all of our rich lands.

Of the 29,000 acres originally purchased we have sold about 9000 acres at $200 per acre, which leaves us about 20,000 acres yet to be disposed of.

For the past two years but little land, comparatively speaking, has been sold in Southern California, on account of the depression in the money market, and the collapse of our boom, but now we think we see the dawn of an era of prosperity, such as has never been known in this country, and in order to attract the attention of the world to our superior location and lands, we have reduced the price to a figur below the price of the cheapest agricultural lands in this country, and propose to sell about 2000 acres to actual settlers and people who will improve the land, at $75 to $100 per acre, with 20 and 25 per cent off for improvements made within one year from purchase, making the land but $60 to $75 per acre to the man who in good faith improves the land, and on terms within the reach of all, to-wit: $10 per acre cash on delivery of contract, balance in three equal payments, due in two, three and four years, at 8 per cent. interest.

Think of it! The best orange lands at $60 and $75 an acre. Go all around us and ask the price of land not so good as ours. At Riverside on the south, at Redlands and Highlands on the east and northeast of us, all famous orange producing districts, the price of unimproved lands ranges from $250 to $500 per acre, and for orchards five years old from $1000 to $2000 per acre are being paid, and they are well worth the money invested.

The water for irrigating these lands is furnished under the "Wright Irrigation Law" of this state, and costs the land owner only $2 to $4 per acre per annum.

Rialto, where is located the home office of the company, is a smart little town of, perhaps, 200 people, situated on the main line of the great Santa Fe railroad, four miles west of San Bernardino, and we have a fine depot with telegraph and telephone communications with the world. A fine large hotel, the "Semi-Tropic," elegantly furnished and well kept, occupies a square in the center of Rialto, and one of the fine school buildings for which Southern California is famous, stands upon another square of the town. Two church organizations are in a flourishing condition—the Methodist and Congregational.

A pleasant ride of an hour and a half through the beautiful orange groves of Los Angeles and San Bernardino counties takes you from the city of Los Angeles, the metropolis of Southern California, to Rialto.

An excursion is conducted from Los Angeles to Rialto every Friday morning, leaving Los Angeles at 8:30, and returning arrives here at 6:30 p. m.; tickets good for ten days. Fare for round trip $2.55, which is returned to every purchaser of land by L. M. Brown, agent for these lands for the coast counties. Office, 132 North Spring street.

For further information, address the SEMI-TROPIC LAND AND WATER CO., Rialto, San Bernardino County, California. Or

L. M. BROWN,
Agent at No. 132 North Spring street
Los Angeles, California.