

PLANKING STREETS AND SIDEWALKS. Your committee recommends that all the sidewalks hereafter laid down by property-holders in this city within the fire limits, shall be of materials that will not decay. In this, as in other street work, the interest of the public is paramount.

BELGIAN PAVEMENT.—This pavement has never been laid in this city, and your committee hopes to see the experiment with Amador County trap rock tried by some property-holders on a street where the travel is purely commercial. We ought to know more of its advantages by actual comparison with cobble pavement.

PRESERVING WOOD.—From all the information gathered on this subject by your committee, the Bethel and Robins processes (represented as being substantially identical) are undoubtedly the best.

TESTS.—Your committee recommends that this Board shall designate Battery, Front and Davis, also California and Market, easterly from Battery, as streets for samples to be accepted and tested by the city, believing that pavements that will prove satisfactory on those streets will resist the wear of any transportation to which they will be subject in this city.

BEST FOUNDATION FOR WOODEN PAVEMENT.—Your committee believes that sand, securely confined, furnishes the best possible foundation for pavements, as all space is occupied, approximately, as effectually as if by water.

A WOOD PAVEMENT EXEMPT FROM ROYALTY.—Your committee recommends an experiment at the expense of the city, in front of city property, with a pavement constructed of blocks of wood, eight inches deep, laid upon a firm sand foundation, with grain of the wood in a vertical position, the rows of blocks to be separated by strips of boards transversely to the block and coming to the surface of the pavement, being held in position by nailing with cut nails (which have been tempered by being heated and cooled) to the blocks; the blocks and strips to be subjected to the most approved process for wood preservation and a coating of asphaltum and dry clean beach sand to be spread over all. The presumption is that the strips would be perpetually worn by the calks of the horses' shoes sufficiently to secure good foothold.

IMPARTIALITY.—Your committee has earnestly sought, throughout this report, to maintain impartiality and at the same time a just appreciation of *real merit*.

Respectfully submitted,

CHAS. R. STORY.

MONROE ASHBURY.

ALEX. BADLAM.

STREET RAILROADS.—The street railroads of San Francisco now permeate it in every direction, affording convenience to travelers and residents throughout its limits, and greatly enhancing the value of property in the remote parts. From North to South through different streets run the cars of the Omnibus Co., and of the North Beach and Mission Co., which also have lines running from the business center via Howard and Folsom Streets to the Western limits. The Central, and the Front Street and Ocean Companies run from the city front through the central portion of the city and with various termini in the Northern, Western and Southern suburbs. The Market Street Railroad, the pioneer of the class, extends from First through Market and Valencia to Twenty-sixth Street, with a branch to the Pavilion in Hayes Valley. The City Railroad, recently constructed, has its starting point at the junction of New Montgomery and Market Streets and runs on the former and Mission to Twenty-sixth Street. The Potrero and Bay View Railroad connects with the North Beach and Mission on Fourth Street, crosses Mission Bay, through the deep cut of the Potrero, over the long bridge of Islais Creek, by Butchertown and South San Francisco to its terminus at Bay View. A branch of the City Front and Ocean Railroad has been constructed within the past year, leading from Polk Street to Laurel Hill Cemetery, and another from Broadway to Harbor View near Presidio, making it, with its branches, the longest of the city. The aggregate length of street railroads in San Francisco is about forty-five miles, giving accommodation to almost every part, the especial friend of the poor man, but patronized by all classes, rich and poor alike.

CHURCHES.—Usually in cities, the most conspicuous architectural monuments are those edifices devoted to religion, but San Francisco is an exception to the rule. The churches here show but little of architectural beauty in proportion to their cost. Those completed or undertaken during the year are the St John's Presbyterian, (formerly St. James') the United Presbyterian, St. Patrick's, St. Boniface, First Congregational, Sherith Israel, Powell Street M. E. and the Chinese Mission.

The first is situated on the north side of Post Street between Mason and Taylor streets. The United Presbyterian is a pleasant appearing, wooden edifice, on the west side of Mason Street between Eddy and Ellis streets. The Roman Catholic Church, St. Boniface, is on the south side of Tyler Street between Jones and Leavenworth. St. Patrick's Church on the north side of Mission between Third and Fourth streets, was fully described in the Directory of 1870. This is to be the grandest ecclesiastical structure on the Pacific Coast, and its construction has so far progressed as to give an idea of its noble proportions. Its dimensions are 90 feet front by 160 feet in depth. The walls are of brick laid in cement, of great thickness and strength and from basement to eaves of wings are 30 feet in height. From the wings rise the walls of the main building, resting on iron pillars, and a roof of slate with a peak 100 feet above the pavement crowns the structure. The front entrance is surmounted by a tower, the total height of which is to be 240 feet. For 120 feet the tower is of brick, from the top of which a wooden spire extends 120 feet higher, making it the loftiest spire in the State, and surpassed by but very few in America. The interior of this great building will present