

2485

52087

U. S. COAST AND GEODETIC SURVEY.

Henry S. Pritchett, Superintendent.

State: *Cal.*

DESCRIPTIVE REPORT.

Topographic Sheet No. *2485*

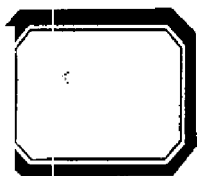
LOCALITY:

*Pacific Coast: Resurvey
of San Francisco Bay,
Wald Point to San
Quentin including town
of Eastland
1899.*

CHIEF OF PARTY:

Fremont Morse

2485



Description Report to accompany
topographic sheet entitled:

52087

Treasury Department
W. Coast Geodetic Survey
Henry S. Pritchett, Superintendent,
Pacific Coast

Resurvey of San Francisco Bay
Waldo Point to Point San Quentin
including the town of Eastland.

Surveyed Feb. 23^d to May 29, 1899.

By Fremont Morse, Assistant

Scale 10000

Since the original survey was made some forty odd years ago there have been many changes over the area covered by this sheet. At the time of the former survey the whole country was wild and chiefly devoted to cattle ranges and one could ride from one end of the sheet to the other on horseback and scarcely encounter a fence. The land was in possession of a few owners, who derived their

tillies from Mexican Land Grants. Now, however, these large tracts are being cut up into small ranches.

Pt. San Quentin on the N.E. end of the sheet is the site of one of the two California State Prisons. It is the older of the two and accommodates about 1400 convicts. The little village that has grown up outside the prison grounds towards the extremity of the point is inhabited principally by employees of the prison. San Quentin is the terminus of one branch of the North Pacific Coast R.R. (Narrow-gauge). This branch runs from Sausalito to San Rafael, the County Seat of Marin Co., and then curves southward to San Quentin. Formerly communication between San Rafael and San Francisco was entirely by way of San Quentin, a ferry boat plying from the latter place across the bay to San Francisco. On the completion of the railroad to Sausalito the San Quentin ferry was discontinued and San Rafael travel diverted to the Sausalito route.

San Quentin has a second outlet to San

Francisco over the San Francisco and North Pacific R.R. (Broadway). A stage line connects the prison with the R.R. at Greenbrae station, a distance of about $1\frac{1}{2}$ miles. The R.R. has its terminus at Tiburon, on Raccoon Straits whence a ferry connects with San Francisco.

Eastland, in Mill Valley, is the principal town on the sheet, and it has grown up entirely within the last seven years. It lies in one of the valleys at the base of Mt. Tarnapair, and is reached by a branch of the North Pacific Coast R.R. which leaves the main line at Mill Valley Junction. At first the town was almost entirely a summer resort, but is becoming more and more a permanent residence place for business men of San Francisco. Its site is a beautiful one, and it is in many respects one of the most attractive of the many suburban residence places scattered around the bay in the vicinity of San Francisco.

The two railroads shown on the sheet have already been mentioned. The North

Pacific Coast Line has changed its route since the resurvey of 1880, by Assistant Surveyor. At that date it crossed Richardson Bay from Alameda Point to Strawberry Point, and wound around to the Eastward of the slopes of Mt. Tamalpais to Corte Madera.

Now the road skirts the West shore of Richardson Bay to its head, strikes up the cañon and comes out at Corte Madera through a tunnel under one of the spurs of Mt. Tamalpais. This tunnel is over a third of a mile long. (677 metres)

The other railroad is the San Francisco and North Pacific. It has three tunnels within the limit of the sheet, one of them being about 585 metres long. The road runs across the Corte Madera marshes, and its embankments have caused considerable change in the drainage of these marshes, as is clearly shown on the sheet.