U.S. COAST AND GEODETIC SURVEY.

Henry S. Draper
Superintendent.

State: Cal.

DESCRIPTIVE REPORT.

Topographie Sheet No. 2485

LOCALITY:

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

CHIEF OF PARTY:

Fremont Morse
Description Report to accompany topographic sheet entitled:

Treasury Department
US. Coast Geodetic Survey
Henry S. Pitcheit, Superintendent.
Pacitic Coast
Survey of San Francisca Bay
Mendco Point to Point San Quentin
including the town of Eastand.
Surveyed Feb. 23rd to May 29, 1899.
By Frank Mont, Assistant
Scale 1/2000

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

Pt. San Quentin on the W.S. end of the fleet 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. (Kernzephyr). This branch runs from San Francisco to San Rafael, the County Seat of Marin Co., and then curves southward to Pt. San Quentin. Formerly communication between San Rafael and San Francisco was entirely by way of Pt. San Quentin, a ferry boat plying from the latter place across the bay to San Francisco. On the completion of the railroad to San Francisco the Pt. San Quentin ferry was discontinued, and San Rafael traffic directed to the San Francisco route.

Pt. San Quentin has a second outlet at San
Francisco over the San Francisco and Mid-Pacific R.R. (Broadway). A stage line connects the former with the R.R. at Greenbrae station, a distance of about 1 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 place, and it has grown up entirely within the last eleven years. It lies on one of the valleys at the base of Mt. Tamalpais, 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 many 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 this sheet have already been mentioned. The North
Pacific Coast line has changed its route since the reenactment of 1880, by Assistant Surgeon. At that date it crossed Richardson Bay from Alameda Point to Strawberry Point and wound around to the Eastward of the ellipse of Mt. Tamalpais to Corte Madera. Now the road skirts the West shore of Richard-son Bay to its head, strikes into the ocean 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 feet)

The other railroad is the San Francisco and North Pacific. It has three tunnels within the limit of the fleet, one of them being about 880 meters long. The road runs across the Corte Madera marshes, and its embankment have caused considerable change in the drainage of these marshes, as is clearly shown on the chart.