

- recounts that in the first day of ferry service, 1,000 persons made the trip to "visit this hitherto unknown country". Next boat added to the service was the "Diana", a screw-driven steam yacht, 100 feet long with 12 foot beam, having two masts and an "elegant" cabin. In 1874, the 200-foot sidewheeler singled-ender "Petaluma" was purchased from Minturn and added to the fleet, and its name changed to "Petaluma of Sausalito".
- 1869 San Rafael and San Quentin Railroad Company completed and began operating $3\frac{1}{2}$ miles of railroad from B. Street, San Rafael to San Quentin, to connect with the ferries "Contra Costa" and "Clinton" which the company purchased from Minturn. The "Clinton" was sunk in 1881 in a collision with the "Tamalpais," the former "Petaluma of Sausalito".
- 1870 San Francisco and North Pacific Railroad, of which Peter Donahue was president, completed a railroad from Santa Rosa to Donahue Landing, south of Petaluma, and established connecting ferry service from Donahue Landing to San Francisco. Sunday excursions were popular, trains carrying as many as 10 coaches. Boats operated were the "Sacramento", "Antelope", "Hattie Fickett", "Milton S. Latham", "Amelia", "Julia", "Yosemite" and "James M. Donahue". The "Donahue", a sidewheeler single-ender built in 1875, was the fastest and most palatial steamer on the bay, making the 34-mile Donahue Landing-San Francisco run in two hours. It continued to operate in various runs on the bay until 1921, and its 227-foot hull was until recently, used as a shrimp wharf at San Quentin.
- 1875 The North Pacific Coast Railroad Company built a narrow gauge line from Sausalito to Tomales via San Anselmo, connecting with the Sausalito Land and Ferry Company's boats to San Fran-

