

2195

2195

Form 504	
U. S. COAST AND GEODETIC SURVEY	
DEPARTMENT OF COMMERCE	
DESCRIPTIVE REPORT	
Type of Survey	<i>Topographic</i>
Field No.	Office No. <i>2195</i>
LOCALITY	
State	<i>California</i>
General locality	<i>San Francisco</i>
Locality	<i>Bay</i>
	<i>1895</i>
	<i>194</i>
CHIEF OF PARTY	
<i>Aug. F. Rodgers</i>	
LIBRARY & ARCHIVES	
DATE	



U. S. COAST AND GEODETIC SURVEY.

Gen. W. W. Duffield, Superintendent.

State: *California*

DESCRIPTIVE REPORT.

Topographic Sheet No. *2195*

LOCALITY:

San Francisco Bay.

1895.

CHIEF OF PARTY:

Aug. F. Rodgers,
Assist.

2195

MAY 21, 1895. 024513

FORM 65.—Field Letter.

Write me at: San Francisco, California
 Telegraph me at: Do Do
 My Express Office is: " "

U. S. Coast and Geodetic Survey,

San Francisco

Assistant in Charge

15th May, 1895.

General W. W. Duffield
Superintendent U. S. C & G. Survey
Washington D. C.

Sir By Wells Fargo & Co. Express
 under cover of your address I forward this day a
Topographic Sheet of the re-survey of San Francisco
Bay. The field work upon the Sheet was executed
 in greater part during month of April. The extent
 area & characteristics are as follows

<u>Area</u>	<u>Square Miles</u>	<u>22</u>	<u>sq miles</u>
<u>Shore line</u>	<u>Linear</u>	<u>16</u>	<u>St. miles</u>
<u>Railways,</u>	<u>Wagon roads etc.</u>	<u>40</u>	<u>" "</u>

Detail &

Topographic Detail, was confined to
Survey of Shores of bay and mouths of principal
Sloughs; to showing Shipping points or "Landings"

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and their land connections with main lines of travel. -

Triangulation Stations of Early Surveys

Thompson's Point Δ^n at the Southern extremity of the Sheet, was the only Δ^n identified. Natural and artificial causes have combined to destroy them. - Contra Costa 1st and San Leandro Point Δ^n of the early survey have both succumbed to the Encroachment of the bay.

Natural & other Changes

The shore-line within the limits of present Sheet has receded from 30 to 90 meters & marked & wasting erosion is only stopped by bulkheading to prevent further loss of acreage. -

Freshet Debris, heavy winter rains scouring new plowed fields, have changed the interior margin of the Salt-marsh lands and notably is this the case at the Embouchure of San Leandro Creek as shown on the Earlier tracings. -

The Slough at Roberts Landing formerly "Thompson's" has been changed by excavation and a gentle curve from the Bayshore to the Warehouses takes the place of the former natural but crooked channel. -

Roberts Landing (formerly "Thompson's")

This landing besides shipping grain and farm produce, maintains a Lumber-yard, receiving schooner loads of lumber from San Francisco, distributed to adjacent villages by wagon-roads.

Mulford Landing

Ships general farm produce and at the closing of harvest handles large amount of grain for shipment to San Francisco.

"Andrew's Landing"

No longer used as a shipping point. A mastless schooner hulk - in an excavated channel - now closed from the bay by a sand-dune, is the sole evidence of reported former daily water-communication with San Francisco.

Railways

An Electric Railway "O.S.L. & H.E.Ry" (Oakland, San Leandro & Haywards Electric Railway) traverses the sheet from North to South, - Its terminal points - Oakland and Haywards are beyond sheet limits. Two lines of Steam roads - a narrow and Broad Gauge for Passenger & freight traffic traverse the sheet,

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both lines connect with San Francisco by Steam Ferry boats, and are under the management of the "Southern Pacific Company" or the Central Pacific R. R. Co. -

The terminals of the Broad-Gauge are San Francisco and San José, 50 miles apart. -

A branch from Niles, (30 miles from San Francisco) gives connection with the City of Stockton and Sacramento. This "Niles branch" gave the first Overland R. R. Connection with San Francisco and the East, and was retained in use until the completion of the road round the shores of San Francisco and San Pablo Bay's, with Ferry Crossing on Carquines Strait, from Port Costa to Benicia and thence direct to Sacramento. -

The terminals of the Narrow-Gauge road are San Francisco - Santa Cruz (distance 81 miles). - The route is by ferry to Alameda, Southward to San José & thence to Santa Cruz. -

Wagon-roads

The County-Road shown upon the Eastern side of the sheet is locally known as the "San Leandro road". - It is the principal wagonroad of Alameda County and has

connections leading all over the State of California, - Southward it extends round the shores of San Francisco Bay. -

An Embanked road shown upon earlier topographic sheet - stretching across salt-marsh lands Southward from "Bay farm-Island" has been almost completely obliterated by encroachment of the Bay & erosion of shores adjacent to the road, and has no longer any existence as a roadway. -

The roadways within the limits of the sheet are practically level - or the grade so light that it would require the use of Levelling Instrument to determine the differences of elevation. -

Cultivation, Crops etc.

All the area within limits of sheet, not covered by water or Salt-Marsh is under high cultivation, and devoted largely to fruit-raising - Orchards, vineyards, small fruits - cherries and Market Gardens and large fields of the Cereals - wheat, Barley, Oats &:-

Bay farm Island is almost exclusively devoted to the raising of asparagus for the

San Francisco Market. -

In closing I beg to say, that I have endeavored to include upon the sheet everything requisite to a general knowledge of the locality embraced, and to avoid any unnecessary detail. - If I have failed to note any desired topographic features they can be added by using the tracing of the sheet retained here for the Suboffice files. -

A careful tracing of the sheet has been made & is retained here as above stated. -

I am Sir

Very Respectfully Yours

Ally: F. Rogers

Ally: F. Rogers

Topc. 2195

U. S. Coast and Geodetic Survey Sub-Office,

San Francisco, Cal.,

NOTE, Original Topographic Sheet,
(Office numbered 2195,)

It must be noted that the sheet 2195 from "SAN LEANDRO BAY" TO ROBERTS LANDING" was surveyed under the Instructions for the RE-survey of San Francisco Bay to make a re-survey of the shore-line and improvements, wharves and buildings, contiguous to the shore-line and the principal thoroughfares and routes of travel and transportation within the limits of any P.T. Sheet. This sheet was surveyed in 1895, later the plan of the RE-survey was changed to make an entire new survey of the area embraced in any sheet. In the case of this sheet No: 2195, attention is called to a radical change in not only the shore-line details of the salt-marsh bordering San Leandro bay, (so called) but in the area of the same, these changes have been principally caused by freshet debris from San Leandro creek, the former bed of which is no longer recognizable within the limits of the sheet,

The plan of the resurvey having been changed to include all details, and for the other reasons stated it will be necessary to carry additional work over the area embraced in sheet No: 2195 and to call attention to this, after consultation with Assistant Ogden the foregoing Note is appended. I would suggest that the new work on 2195 be transferred to a new projection, the latter to be used in completing the omitted details,

A.F.R,