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Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Topographic

Field No. 2243 Office No. 2244 2245

LOCALITY

State California

General locality San Francisco

Locality Bay

1895

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CHIEF OF PARTY

Guy F. Rodgers

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that Sausalito is the largest and most important. It is the permanent residence place for a number of San Francisco business men, a summer resort, and also derives some importance from being the terminus of the North Pacific Coast RR. An efficient ferry service is kept up between Sausalito and San Francisco.

Next in importance is Belvedere; this is purely a suburban residence town, and it has quite a number of picturesque and elegant residences scattered over its steep hill sides.

Tiburon, as has already been mentioned, is the terminus of the S.F. & N.P. RR. The repair shops of the company are located here.

Fremont Morse
Assistant

FEB 15 1897 18801

Descriptive Report to accompany the Topographic Sheet entitled: #2243.

"U.S. Coast & Geodetic Survey

"W. W. Duffield, Superintendent

" Pacific Coast

"Resurvey of San Francisco Bay

"Pt. Cavallos to Strawberry Pt.

"including

"Angel Island, Sausalito

"Belvedere and Tiburon

"Topographic Survey in Nov. and Dec. 1895.

"Under the direction of

"Assistant Aug. F. Rodgers

"By Fremont Morse, Assistant

"Scale $\frac{1}{10,000}$"

It is perhaps a trifle misleading that this is described as a resurvey; more precisely it is a supplementary survey. The aim during

The progress of the work was to review the shore line, locate all wharves, roads and railroads within the limits of the sheet and also to indicate marsh land where it occurs. The little creeks or sloughs in the marshes were not run out again, but their mouths were shown. No attempt was made to re-contour the area.

In the town of Sausalito the water front was surveyed and a certain number of street intersections were located on the sheet, sufficient to serve as reference points for placing the reduced plot of the town in its proper position on the sheet. This reduced plot was made from the official town map.

The principal changes along the Sausalito shore are in the water front of the town, and the changed location of the North Pacific Coast R.R. tracks directly across from

Strawberry Pt. At the time of the last survey the road crossed the West arm of Richardsons Bay from the point just North of the R.R. shops to Strawberry Pt. on a long trestle. Now that route is abandoned and the trestle is no longer in existence, except that the lower parts of the piles are still sticking in the mud and are visible at extreme low spring tides. The road now runs up along the West shore of Richardsons Bay to its head.

At Belvedere only the shore line was surveyed, as the reduction of the town plot is already shown on the published chart, the data for it having been previously forwarded to the office by Assistant Rodgers.

On the Northeast shore of Richardsons Bay the San Francisco and North Pacific R.R. has been built since the date of the

previous survey. Its terminus is at Tiburon and from there a ferry service is kept up with San Francisco.

On Angel Island the principal changes are found on the Northwest shore at Hospital Cove, where the National Quarantine Station is now located. The position of the fog signal on the South shore of the island near the military post is shown on the sheet. The military post was not resurveyed, as the buildings are the same now as at the date of the former survey.

On the main shore line to the Northward of Raccoon Straits the El Campo landing is the principal new feature. El Campo is merely a picnic ground, and the landing is only for the accommodation of steamers during the excursion season.

Of the three times shown on the

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Descriptive Report to accompany the Topographic sheet entitled: #2244.

"U.S. Coast and Geodetic Survey

"W. W. Duffield, Superintendent

"Pacific Coast

"Resurvey of San Francisco Bay

"Alameda, Oakland

" and

"Northward to Shellmound

"Topographic Survey in Aug. & Sept. 1895.

"Under the direction of

Assistant Aug. F. Rodgers

By Fremont Morse, Assistant

Scale $\frac{1}{10000}$

The plan of operations for the field work on this sheet did not contemplate a complete resurvey, but only a resurvey of the shore line, and the location of such streets

intersections as would suffice to properly fix the lots of Oakland, East Oakland and Alameda upon the sheet. The limits of the marsh land are also shown on the sheet.

The principal change has been made in Oakland Harbor. A large area of the marsh land on the Alameda side of the harbor and some also on the East Oakland side has been reclaimed by dredging the mud and sand from the basin and depositing it on the marsh. Dykes along the shore line served to impound the soft material. By this process the outline of the harbor has been greatly changed. The marsh island that formerly existed in the middle of the harbor has been entirely removed.

Lake Merritt, so called, has been formed by constructing a dam with flood gates across the North arm of the harbor.

The water is admitted at high tide and the gates prevent its escape as the tide falls. That would otherwise be an unsightly and malodorous stretch of mud flats is thus turned into a safe and pleasant boating place. In addition the lake also serves as a reservoir, the waters of which are used for flushing one of the main sewers of the city which extends Westward from near the head of the West arm of the lake across the city and empties into San Francisco Bay about a quarter of a mile North of the Sixteenth St. RR station. The location of a proposed boulevard is shown around the lake. On the East shore near the dam a portion of it has already been constructed.

Since the date of the previous survey the South Pacific Coast RR has built its line on a trestle work along the South training wall

of Oakland Creek, and established its terminus depot and ferry slip a short distance outside the entrance of the Creek. More recently, owing to the expense of keeping piling in repair it has built a rock bulkhead along the South side of the trestle for a distance of more than a mile out from shore and is now engaged in the space between this bulkhead and the training wall with sand dredged up from the Creek.

The Central Pacific Co's long wharf has been changed by the addition of another arm on its North side, and for the greater portion of its length out beyond the mole only a portion of its former width is kept up in repair.

About half a mile South of Shellmound Park stands a partly constructed wharf which extends nearly 800 meters out into the Bay. The piles are driven and capped but the

wharf is not planked. This was intended to reach out to deep water and form the terminus of the California and Nevada RR with ferry connection with San Francisco, but the prospects are not bright for its early completion.

The following triangulation points within the limits of the sheet are lost:

Nevada Smith's Wharf House. This point was the gable end of the small house that sheltered the donkey engine used for driving the piles of the wharf. The engine and house have been removed.

San Antonio Pt. This point has been washed away by the waves.

Oakland Creek Outer Beacon. The beacon and the piling on which it stood have been removed.

Oakland Creek Inner Beacon. This beacon

is also gone. The piling on which it stood is still in place.

Alameda Wharf: The outer half of this wharf is no longer in existence, and the piles of the inner portion are rapidly going to decay.

Alameda Flagstaff on Cupola: This flagstaff was in place during the progress of the resurvey; but since its completion the cupola on which the staff stood has been removed from the building.

Fremont Morse

Assistant

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Descriptive report to accompany the Topographical sheet entitled: 2245.

"US Coast and Geodetic Survey

"W. W. Duffield, Superintendent

"Pacific Coast

"Resurvey of San Francisco Bay

"Shellmound to Pt. Richmond

"including

"Town of Berkeley

"Topographic Survey in Sept. and Oct. 1895.

"Under the direction of

"Assistant Aug. F. Rodgers

"By Fremont Morse Assistant

"Scale $\frac{1}{10000}$"

The design during the progress of the field work on this sheet was not to make a complete resurvey, but to re-run the shore line and show all wharves, railroads, roads

and the outline of the marsh land. The contouring of the area was not attempted.

In order to properly fix the town of Berkeley on the sheet street intersections were located in the field by means of the plane table and these furnished the standing points for plotting the town. The street lines shown in black are those actually surveyed in the field.

The principal changes on the sheet are the erosion of the Berkeley shore line and the extension of the town of Berkeley.

The prevailing N.W. winds of the summer season blow in through the Golden Gate across the Bay of San Francisco and directly on to the Berkeley shore, and the width of the Bay is such that with a fresh wind a considerable sea runs in over the flats at high tide. Hence the banks against which

the marshes that are being slowly eaten away. In some places the Central Pacific R.R. Co. has been obliged to protect its tracks from the encroachment of the Bay by rock facing.

In the vicinity of Pt. Isabel a growth of salt grass outside the high-water line serves to protect the land in a measure.

The town of Berkeley had its origin in the establishment of the University of California at its present site in 1877. It has made a rapid growth since the date of the last survey. Naturally it is most thickly settled in the vicinity of the University. Between here and West Berkeley the town is but scatteringly built up.

Of the three lines of railroad shown on the sheet the first is that of the Central Pacific. This is the main Overland

ville. The second, the California and Nevada, is a narrow gauge line poorly constructed and equipped, with its roadbed sadly in need of repairs. It is a short line, once 20 or 30 miles long, and does a little local freight and passenger business. The freight is mostly farm produce. The Berkeley local line is a branch of the Central Pacific and connects with the Oakland Ferry.

The following triangulation points within the limits of this sheet are last.

Rocky Island. This was dug up a few years ago by irresponsible parties at a time when hidden treasure was said to exist on the island.

Contra Costa (3). A reservoir now occupies the top of the hill where this station was located, and the station was

destroyed in excavating for it.

Bitchertown Windmill, This windmill no longer exists.

Fremont Morse

Assistant