



2486

52092

U. S. COAST AND GEODETIC SURVEY.

Henry S. Pritchett, Superintendent.

State: *Cal*

DESCRIPTIVE REPORT.

Topographic Sheet No. *2486*

LOCALITY:

*Pacific Coast. Resurvey of
San Francisco Bay, San
Leandro Bay to Roberts
Landing.*

1900.

CHIEF OF PARTY:

Fremont Morse

2486

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2486
1900+

Descriptive Report to accompany the topographic
sheet entitled:

Treasury Department 52092

US Coast and Geodetic Survey

Henry A. Pritchett, Superintendent

Pacific Coast

Resurvey of San Francisco Bay

San Leandro Bay to Roberts Landing

Surveyed Feb 2^d & April 2^d, 1900.

By Fremont Morse, Assistant

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

The shore line and some of the principal
roads, together with the railroads shown
on this sheet were surveyed by the party
of Assistant Aug. F. Rodgers in 1895, during
the progress of the early part of the resurvey
of the Bay. At that time it was not
contemplated to make an entire resurvey.

But later developments showed so many changes since the original survey that it was impracticable to connect with the old work, and accordingly I was directed to fill in the details on the sheet to conform with the work done on the adjoining sheet South.

The shore line along the sheet is all low, and mostly marshy. Owing to the prevailing Northwest winds of summer and the long sweeps they have across the bay the shore line is in general washing away. Inside of San Leandro Bay this holds good also in some parts, while in others, owing to recent artificial changes the contrary process is going on. The construction of the North Pacific Coast R.R. has occasioned the greater part of the changes in this locality. It crosses the

the bay on a trestle, but once across the open
 water the road has been laid upon an
 embankment which runs directly across
 the mouths of the large sloughs that for-
 merly drained the marsh thus damming
 them and forcing the tide water to seek
 other outlets. Naturally the currents in all
 the sloughs have been deflected along the
 West side of the RR embankment, and
 their constant scouring has caused con-
 siderable trouble with the roadbed, under-
 mining it and causing it to sink. To
 obviate this danger the RR. company
 has recently built a system of wing-dams
 on the West side of their road. The
 effect of these dams is to deflect the cur-
 rent from the embankment, and cause it,
 in its efforts to find an outlet, to cut up
 the marsh into great numbers of little

islands. It is the most cut up piece of marsh, and on that account, the most difficult to survey, that I have ever encountered.

Another effect of the damming of the old plough is seen on the opposite side of the RR where, owing to the stopping of the flow of the current a long tongue of marsh has grown out into the bay. Its outer extremity is nearly a mile beyond the limits of the old shore line.

San Leandro Creek has done much to fill up and change the marshes near its mouth. Its course in the vicinity of the bay has been entirely changed. The old plough through which it formerly entered the bay is nearly obliterated, and it is only by a comparison with the map

of the original survey that its former course can be traced. On the ground there are no indications of it. Farther inland the channel of the creek is unchanged. It flows here between deep banks, and except in flood times during the rainy season carries but little water.

Along the north edge of the sheet the main County Road from Oakland to Hayward has been made the limiting line of the topography. Scattered along this road are the little villages of Fruitvale, Melrose, Fitchburg and Elmhurst, and the town of San Leandro. Practically it is nearly one continuous village from one end of the sheet to the other. It will be entirely so in the course of a few years.

San Leandro is the most important

of these places. It has a population of
 about 3000 and derives its principal
 support from the fertile farming district
 surrounding it. Probably no part
 of California is the land richer or more
 fertile than that bordering San Fran-
 cisco Bay on its eastern side from San
 Leandro Bay southward. Fruits and
 berries of every description flourish well
 and the section about the town of San Leau-
 dro is mostly given over to Cherry and
 apricot orchards. In addition to its
 agricultural resources San Leandro is
 something of a manufacturing town.
 The "Best Agricultural Implements Works"
 are located here, occupying an entire block
 of land close to the R.R. depot. Recently
 two or three more blocks have been pur-
 chased for an extension of the works.

All sorts of agricultural machinery, including harvesters, reapers and traction engines are constructed here.

A large fruit canning establishment occupies another block of land near the R.R. and gives employment to many hands, men, women, boys and girls, during the fruit season.

On the North end of the sheet a portion of the City of Alameda is shown. This is one of the principal suburban towns around San Francisco Bay, and is the home of many San Francisco business men.

At present the U.S. government is cutting a tidal canal to connect San Leandro Bay with Oakland Harbor. A portion of the channel that has already been excavated is shown on the sheet.

Three landings, Roberts, Mulford and Darrons, are shown on the sheet. The first two are on the San Francisco Bay shore. A small stern-wheel steamer plies between Roberts Landing and San Francisco during the fruit season carrying fruit and produce.

Opposite Mulford Landing and about half a mile off shore is the oyster house and enclosure of the San Leandro Oyster Co.

Darrons Landing is on a small slough emptying on the Eastern side of San Leandro Bay near Fitchburg. The waters of the bay are shallow and the slough is pretty well filled up with silt and sediment so that the landing is accessible to only small row schooners at high water. At half tide the slough

is dry at the landing. It is probably
but a question of a few years when the
landing will have to be abandoned.