

5375

U. S. COAST & GEODETIC SURVEY
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DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Photo
~~Photograph~~
Hydrographic

Sheet No. T- 5375

State CALIFORNIA

LOCALITY

SOUTHERN CALIFORNIA

GOLF OF CALIFORNIA

LA JOLLA

1934

CHIEF OF PARTY

Robert W. Knox, H. & G. E.

U. S. GOVERNMENT PRINTING OFFICE: 1934

5375

Applied to Chart 5101 - May 20, 1936 L.M.Z.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field Letter

REGISTER NO. T-5375

State CALIFORNIAGeneral locality SOUTHERN CALIFORNIALocality LA JOLLAScale 1:10,000 Date of ^{photographs} ~~survey~~ December 22, 1933Vessel Project No. 102. Launch and Field Party, CaliforniaChief of Party Robert W. Knox, H. & G.E.Surveyed by See data sheet of Descriptive ReportInked by W.J. Mignola

Heights in feet above to ground to tops of trees

Contour Approximate contour Form line interval feet

Instructions dated April 14, 1932, and Aug. 6, 1934

Remarks: Compiled from aerial photographs Nos. 127 to 153 inclusive, and Nos. 153 to 171 inclusive. At a scale of 10:500 for reproduction by the photo-lithographic process at a scale of 1:10,000.

Blueprint on scale 1:10,500 filed for temporary reference. To be lithographed 1:10,000 when time permits.

DATA SHEET

NO. T-5375

PORTION OF WORK	DONE BY	DATE COMPLETED
PROJECTION PLOTTED	<i>W.J.M.</i> W.J. Mignola	July 16, 1934
PROJECTION CHECKED	<i>D.L.A.</i> D.L. Ackland	July 16, 1934
CONTROL PLOTTED	<i>W.J.M.</i> W.J. Mignola	July 17, 1934
CONTROL CHECKED	<i>D.L.A.</i> D.L. Ackland	July 17, 1934
✓ RADIAL LINE PLOT	<i>D.L.A.</i> D.L. Ackland	July 27, 1934
RADIAL PLOT CHECKED	<i>W.J.M.</i> W.J. Mignola	July 30, 1934
COMPILED AND INKED	<i>W.J.M.</i> W.J. Mignola	October 31, 1934
TOPO. TRANSFERRED	<i>W.J.M.</i> W.J. Mignola	October 29, 1934
TOPO. CHECKED	<i>J.C.M.</i> J.C. Mathisson	November 1, 1934

AREA OF SHEET, 17.5 square statute miles.

LENGTH OF SHORELINE, 9.3 statute miles.

LENGTH OF RIVERS AND SLOUGHS, none.

DESCRIPTIVE REPORT

To Accompany

PHOTO TOPOGRAPHIC SHEET NO. F-5375

LA JOLLA

CALIFORNIA

ROBERT W. KNOX, CHIEF OF PARTY

Scale 1:10,500

PROJECT INFORMATION

For general information which applies to the entire area from the Mexican boundary to La Jolla, see descriptive report for Photo-Topographic Sheet Register No. F-5371, and with Register No. F-5410.

DESCRIPTION OF AREA

This sheet covers the area from about one mile south of Soledad Mountain to Soledad Valley, and extends back from the shore-line a distance of about two and one half miles. It joins Register No. F-5374 on the south and Register No. F-5410 on the north.

Soledad Mountain, with an elevation of 820 feet, occupies the southern part of the sheet. The triangulation station SOLEDAD 1887 is located on the highest point of this mountain.

Near the shore-line the north slope of Soledad Mountain is very steep. A spur of the mountain extends almost due north to the limits of this sheet at a distance of about three quarters of a mile inshore. This spur varies considerably in width, but the elevation of the summit remains between 400 and 450 feet for the entire distance.

On the east Soledad Mountain drops sharply into Rose Canyon, which carries the tracks of the Atchison, Topeka and Santa Fe Railway and the State highway (U.S. 101) used by a large part of the traffic between San Diego on the south and Los Angeles on the north.

Many canyons with steep sides and rapidly sloping bottoms have been eroded in the south and west slopes of Soledad Mountain.

A gradually sloping shelf, varying in width from a little less than half a mile to a little over three quarters, extends from the southern limits of this sheet to the head of the cove north of La Jolla, and reaches from the bluffs along the shore-line to the rugged slopes of Soledad Mountain.

La Jolla, a settlement included within the city limits of San Diego, lies on this shelf between Soledad Mountain and the shore.

Earth bluffs and rock cliffs, varying in height between forty and eighty feet, follow the shore-line closely from the southern limits of the sheet to the head of the cove north of La Jolla, where there is about a mile of low, sandy beach. North of this beach earth bluffs rise abruptly at the shore-line, reaching a height of 300 feet, and continue to the north edge of this sheet.

For a further discussion of the shore line on this sheet, see descriptive report for Topographic Sheets G, ^{T-62256}
~~T-6225a~~, ~~T-62246~~
H and I, 1934.

All streams shown on this sheet are normally dry washes, periods of surface flow usually occurring only at rare intervals - frequently several years apart. For a further discussion of such streams, see descriptive report of Register No. T-5371.

Cultivation is limited to comparatively small areas in the bottoms of the stream beds, and to the level parts of the ridge extending north from Soledad Mountain. The extent of such areas is limited due to the very rugged

character of the terrain and the need of water for irrigation.

Cultivation has been shown on this sheet.

Uncultivated areas are covered with a scant growth of chaparral. The ground is light in color, which makes the cleared areas very prominent in the photographs.

Torrey Pines Park, an area extending from the north limits of this sheet south about one and one-half miles, from the shore line to the state highway, has been set aside by the City of San Diego as a City Park; a growth of a rare species of pine trees abounds here.

The Scripps Institution of Oceanography is located at the north end of the sandy beach north of La Jolla. It is an institution for the study of oceanography and is operated in connection with the University of California.

There is a pool of salt water back of the shore line at a point about one-half a mile south of the Scripps Institution of Oceanography. This pool does not appear on Register No. F2013, 1889, with the same limits as shown on this sheet. The U.S. Geological Survey Quadrangle of this area omits this pool but shows, in its location and in the area adjoining it a mud flat.

Since these older surveys quite a great deal of

grading, paving, draining and subdividing has been done in this area which presumably accounts for the change in limits of the salt pool. This pool has no visible connection with the ocean, although such a connection is believed to exist. ^{?subterranean}

Caves have been worn in the cliffs east of Point La Jolla by wave action. They are a well advertised local attraction, admission being charged to visit them.

A large cross has been erected on a shoulder of Soledad Mountain for use in Easter sunrise services. It is located east of the principal peak. This cross has been erected since the date of the triangulation in 1933 and also since the date of the photographs. It was located and described by the compilation party in 1934.

The four U.S.Navy Ranges shown on the sheet were located by the triangulation party of Charles Pierce in 1933. They mark a measured nautical mile. Each range is a structural steel tower with a light on top which throws its beam to the west only.

COMPILATION

The usual radial line method was used to compile this sheet. No unusual adjustments were required in the radial plot.

At the north edge of the sheet the terrain rises

rapidly at the shore line, reaching a height of 300 feet at the top of the earth bluff; a height of 450 feet at a point 0.7 miles inshore; and then drops away to an elevation of 20 feet at a distance of 1.1 miles inshore.

Such elevation changes caused marked difference in scale in different parts of the same photograph; even in different parts of the same 'B' print. *See note on accuracy.*

Much of the control on this sheet was at an elevation of 300 to 400 feet. This resulted in unusual difficulties in determining the scale to be used in compilation.

Accurate location of the deep, steep-sided canyons eroded in the slopes of Soledad Mountain and the top and slopes of the spur extending north from it was often a difficult matter. The heavy, black shadow of the south bank frequently fell across the bottom, obscuring any points to which radials might be drawn.

Except for short distances at the center of the 'B' prints, rapid changes in elevation made tracing very inaccurate.

BRIDGES

All bridges on this sheet are railway bridges or long pile trestles over dry stream beds built to provide openings for drainage at times of rainfall.

GENERAL INFORMATION

The area of this sheet is covered by photographs Nos. 127 to 133 inc., secured December 22, 1933 between 11:56 and 11:58 A.M.; and photographs Nos. 153 to 171 inc., secured December 22, 1933 between 12:12 and 12:18 P.M.

At the time of the photographs the tide was at about 4.0 feet above M.L.L.W.

CONTROL

The control of this sheet was taken from the unadjusted field computations of the triangulation executed by Charles Pierce in 1933; with the exception of station EASTER CROSS which was located by the compilation party in 1934. This control was supplemented by theodolite three-point fixes executed by the compilation party in 1934.

See discussion in Descriptive Report of T-5410
A list of the triangulation stations and three-point fixes used in the compilation of this sheet is appended to this report. This list also gives the DMS and DPs converted to the scale at which this compilation was made --1:10,500.

INTERPRETATION OF PHOTOGRAPHS

In general the detail of the photographs was sufficiently clear for charting purposes.

No attempt was made to locate the high water line or the foot of the bluffs along the shore line from the photographs as both were frequently obscured in the photographs due to the height of the bluffs and the distance back from the shore at which the photographs were taken.

The road from La Jolla to EASTER CROSS, and the road which joins it from the south near theodolite three-point fix '155B' are both graded roads. These roads have been graded and gravelled since the date of the photographs.

About 2.3 miles of the principal state highway at the north edge of the sheet is built in two traffic lanes with a row of trees between. The east part carries north bound traffic only; and the west part carries south bound traffic.

The county highway between Sorrento, a small town near the easterly limits of the sheet, and the principal state highway is being widened and graded at this time. Two segments of this highway appear on this sheet and are designated on the name sheet.

Schools and postoffices have been shown throughout the area of this sheet.

BENCHMARKS

The benchmarks recovered by the releveled party of G.R.Fish in 1932-33, as well as older benchmarks where known, have been shown on this sheet.

These benchmarks were located by the compilation party during field inspection; identified on the photographs; and intersected on the sheet.

The positions as shown are believed to have a probable error of less than two meters in the case of those lying on or near the line of flight of the photographs, and of less than 4 meters for other bench marks.

A list of bench marks is appended to this report. This list gives revised descriptions as well as geographic positions determined by scaling from the sheet. *These descriptions have been filed on Form 524*

INFORMATION FROM OTHER SOURCES

Due to the fact that the top of the bluffs along the shore concealed the high water line in the photographs in many places, the entire shore line of this sheet was run in by plane table and transferred by means of photostats.

The shore line of this sheet is shown on Topo ^{T-6225b T-6225a T-6224b} Sheets G, H, & I, 1934. Photostats of these sheets at a scale of 1:10,500 were made locally and used to transfer the high water line, low water line, foot of bluffs, and all offlying rocks to the celluloid sheet.

For a description of the shore line and all offlying obstructions see descriptive report of ^{T-6225b, T-6225a, T-6224b} Topo Sheets G, H, & I, 1934.

Many offlying rocks not visible in the photographs were charted by the topographic party and transferred to the celluloid sheet.

Maps furnished by the Chief Engineer of the Atchison Topeka and Santa Fe Railway were used to check the tracks of that company as located from the photographs and to verify all questionable sidings, bridges, and road crossings.

Maps furnished by the Highway Department of the State of California were used to check the

location, width, and curvature of the state highways on this sheet.

COMPARISON WITH OTHER SURVEYS

The junction of this sheet with Register No. F5374 on the south and with Register No. F5410 on the north have been checked and found to be satisfactory.

For a comparison of the high water line and all offshore obstructions on this sheet with the surveys of 1889 see descriptive report of Sheets 'G', 'H', & 'I',
T-6225b, F6225a, T-6224b
1934.

This sheet was compared with photostat of Register No. F2013, dated 1889 and with photostat of Register No. F2014, dated 1889, in regard to topographic features back of the high water line. Agreement was very good as regards drainage and other natural features.

GEOGRAPHIC NAMES

The small cove north of La Jolla is marked La Jolla Cove on some local maps and La Jolla Bay on others. It is designated as Mission Bay on Register No. F3644 a, which is obviously incorrect at this time

7/ple: The estimated accuracy of location given on the opposite page is high for work on this scale though the compilation is carefully made and well controlled. A better estimate is 2 to 5 metres for intersected points and 2 to 8 metres for other detail except in mountain areas where only stream lines show. In these areas due to frequent changes in elevation and consequent change in scale of photographs a better estimate in location is 5 to 10 metres for intersected points and 5 to 20 metres for other detail.

J

as the large bay a few miles farther south carries that designation.

This cove is not named on the U.S. Geological Survey Quadrangle of this area, and as it is relatively unimportant it has been left without a name on the name sheet.

The railway map provided by the Chief Engineer of the Atchison, Topeka and Santa Fe Railway designates Rose Canyon as 'Cañada de las Lluegas' (The canyon of the Miles) but since this feature is commonly known as Rose Canyon and is so designated on all other maps of the area available this name has been retained in this sheet.

LANDMARKS

List of Landmarks on Form No. 567 submitted with Register Nos. F-5371 and F-5410 includes this area.

RECOMMENDATIONS FOR FURTHER SURVEYS

This compilation is believed to have a probable error of less than 2 meters in positions of well defined detail of importance for charting purposes, and of less than 4 meters for all other data with the exception of some of the intermittent drainage near the east side of the sheet, which may vary slightly in a larger degree of error.

See opposite page.

LETTERING

Cover sheet has been prepared showing the lettering required in the correct position. All names have been lettered on the cover sheet in ink and have been checked for location and spelling.

Respectfully submitted,

W. J. Mignola
W. J. Mignola
Compiler

Approved

John C. Mathisson
John C. Mathisson
Jr. H.&G. Engineer
U.S.C.&G. Survey.

Date. 9-13-35

R, Referred to the Division of Geographic Names, Department of Interior.

100

*These descriptions have
been filed on Form 524.*

LIST OF BENCH MARKS

B.M.

DESCRIPTION

F 1906

About 3.0 miles northwest along the Atchison, Topeka and Santa Fe tracks from Atwood, about 80 feet northeast of milepost 258, 51 feet east of the center line of the track and 1 foot east of a fence. A standard cap, stamped 'F 1906' and riveted on the top of a $3\frac{1}{2}$ inch iron pipe. (29.523 meters or 96.860 feet)

Y 131
1933

About 7.7 miles southwest along the A.T. & S.F. tracks from Sorrento, about $\frac{1}{4}$ mile northeast of the station at Elvira, 56 feet southwest of the southwest corner of bridge C-257, and 47 feet west of the center line of the track. A standard disc, stamped 'Y 131.1933' and set in the top of a concrete post. (44.462 meters or 145.872 feet)

H
U.S.B.M.

At Sorrento, on the Atchison, Topeka & Santa Fe Railway, near milepost 249, about 250 feet west of the track, and about 45 feet east of the northeast corner of a store and postoffice, about 40 feet south of the center line of the road, near a gasoline pump. The bottom of a square hole cut in the top of a granite post, lettered 'U.S.B.M.' (12.266 meters or 40.243 feet.)

SHEET NO. 5375

GEOGRAPHIC POSITIONS

OF

BENCH MARKS

B. M. F 1906	Lat.	32° 50'	463.9	(1384.4) m.
	Long.	117° 13'	1427.4	(133.0) m.

B. M. Y-131 1933	Lat.	32° 51'	296.3	(1552.0) m.
	Long.	117° 13'	1179.1	(381.0) m.

B. M. H (U.S.B.M.)	Lat.	32° 54'	74.2	(1774.1) m.
	Long.	117° 13'	607.6	(951.6) m.

Scaled by: JCM.
Checked by: WJM.

SHEET NO. 5375

TABLE OF CONTROL

STATION	POSITION		PLOTING DISTANCE 1:10,500 scale.	
Roof 1933	32° 50'	1561.6 (286.7)	1487.2 (273.1) m.	
	117° 16'	983.0 (577.3)	936.1 (549.8) m.	
Tank 1933	32° 50'	927.2 (921.1)	883.0 (877.2) m.	
	117° 15'	647.8 (912.5)	617.0 (869.0) m.	
Moss 1887	32° 49'	987.4 (8860.9)	940.3 (819.9) m.	
	117° 16'	370.8 (1189.8)	353.2 (1133.1) m.	
Benkly 1933	32° 49'	773.8 (1074.5)	736.9 (1023.3) m.	
	117° 16'	1130.8 (429.8)	1077.0 (409.3) m.	
Jolla 1933	32° 49'	606.4 (1241.9)	577.5 (1182.8) m.	
	117° 15'	1100.5 (460.2)	1048.1 (438.3) m.	
Wash 1887	32° 49'	517.3 (1331.0)	492.7 (1267.6) m.	
	117° 15'	1116.2 (444.5)	1063.0 (423.3) m.	
Soledad 1887	32° 50'	718.4 (1129.9)	684.2 (1076.1) m.	
	117° 15'	151.1 (1409.3)	143.8 (1342.2) m.	
Island Point 1887	32° 48'	1637.1 (211.2)	1559.1 (201.1) m.	
	117° 16'	388.6 (1172.2)	370.1 (1116.4) m.	
View 1933	32° 52'	684.8 (1163.5)	652.2 (1108.1) m.	
	117° 15'	6.8 (1553.0)	6.4 (1479.0) m.	
Round Top 2 1932	32° 53'	194.2 (1654.1)	184.9 (1575.3) m.	
	117° 14'	611.7 (947.9)	582.6 (902.7) m.	
Shell Mound 1887	32° 54'	874.6 (973.8)	832.9 (927.3) m.	
	117° 15'	130.8 (1428.4)	124.5 (1360.3) m.	
Ball 1887	32° 53'	435.3 (1413.0)	414.6 (1345.7) m.	
	117° 15'	21.9 (1537.7)	20.8 (1464.5) m.	
Hiway 1932	32° 54'	151.9 (1696.4)	144.7 (1615.6) m.	
	117° 14'	805.4 (753.9)	767.0 (718.0) m.	
Bishop's Dome 1933	32° 50'	911.4 (936.9)	867.9 (892.3) m.	
	117° 16'	1062.1 (498.2)	1011.6 (474.5) m.	
Finial atop Dome, La	32° 50'	1703.8 (144.5)	1622.6 (137.6) m.	
Valencia Hotel, La Jolla	117° 16'	565.1 (995.2)	538.2 (947.7) m.	
1933				

TABLE OF CONTROL (continued)

STATION	POSITION		PLOTING DISTANCES		1:10,500 scale.
Cross atop St James by-the sea Church, La Jolla 1933	32° 50'	1251.6 (596.7)	1191.9 (568.3) m.	117° 16'	896.8 (663.5) m.
Center of Observatory Tower East of La Jolla, 1933	32° 50'	910.9 (937.4)	867.5 (892.7) m.	117° 15'	680.9 (879.4) m.
Flag Pole at end Scripps Institute Pier, 1933	32° 52'	46.6 (1801.7)	44.4 (1715.9) m.	117° 15'	588.5 (971.5) m.
NE Range USN 1933	32° 54'	1071.4 (776.9)	1020.4 (739.9) m.	117° 14'	973.3 (585.9) m.
NW Range USN 1933	32° 54'	1071.7 (776.6)	1020.7 (739.5) m.	117° 15'	188.5 (1370.7) m.
SE Range USN 1933	32° 53'	1066.0 (782.3)	1015.2 (745.0) m.	117° 14'	658.5 (901.0) m.
SW Range USN 1933	32° 53'	1066.4 (782.0)	1015.6 (744.7) m.	117° 14'	1472.8 (86.7) m.
Triangulation by compilation party:					
Easter Cross 1934	32° 50'	703.2 (1145.0)	669.7 (1090.5) m.	117° 14'	978.1 (582.4) m.
150-C (d) 1934. (3 pt. fix)	32° 49'	827.3 (1020.9)	787.9 (972.3) m.	117° 14'	213.5 (1347.3) m.
155-B (d) 1934 (3 pt. fix)	32° 50'	95.4 (1752.8)	90.9 (1669.3) m.	117° 14'	1337.9 (222.6) m.

REVIEW OF AIR PHOTO COMPILATION T-5375 (1934)

Comparison with T-6225a, b, (1934) Graphic Control, Scale 1:10,000.

All detail on T-6225a, b, is shown on the compilation except for temporary plane table stations and magnetic declination. No discrepancies.

Comparison with T-6224b (1934) Graphic Control, Scale 1:10,000.

The same statement applies for T-6224b as above.

Comparison with T-3644a (1917) Revision Survey on Chart 5106,
Scale 1:40,000.

So far as possible to ascertain on this scale, T-3644a is in substantial agreement with the compilation which is adequate to supersede T-3644a in the common area.

Comparison with T-4009 (1922) Topographic Survey, Scale 1:20,000.

The same statement applies as for T-3644a above.

Comparison with T-2014, T-2013 (1889) Topographic Survey, Scale,
1:10,000.

There are three islets at latitude $32^{\circ} 49.0'$, longitude $117^{\circ} 16.6'$ on T-2013. Only two of these were on the compilation. (See discussion on page 19 of Descriptive Report of Sheet 1 (T-6224b) and their positions although slightly different from T-2013 are accepted as shown on the compilation for the reasons stated on page 19 of report T-6224b.

The third or most southerly of the group on T-2013 did not appear on the compilation or the graphic control survey T-6224b, although the waves are clearly seen breaking over it on four photographs. A radial plot was made and the rock has been added to the compilation. It was not possible to pick a definite point as the waves were slightly different in each photo, its position therefor may be as much as 1.0 mm. in error. It was shown as a submerged rock as only the comber could be seen on the photos. This rock does not appear on the latest hydrographic survey.

Except as noted above, contours and magnetic declination the compilation is adequate to supersede T-2013 and T-2014 in the common area.

Comparison with H-5676, H-5649 (1934) Hydrographic Survey,
Scale 1:10,000.

The position of the rock noted in the preceding paragraph has been noted in pencil on H-5676 and referred to the reviewer. With this exception all topographic detail in the common area agrees with the compilation.

Comparison with Chart 5102, Scale 1:235,100.

There are no appreciable differences on this small scale.

General Remarks.

Instructions for the project have been complied with. The drafting is excellent and the compilation was adequately controlled and carefully made.

In the position of the reference station in the title of T-5375 the value of the seconds has been omitted because the adjusted values of the control used were given in metres and the adjusted value in seconds is not available. (See the Descriptive Report of T-5410).

Descriptions of Bench Marks submitted on pages 15 and 16 of the Descriptive Report have been copied and filed on Form 524.

A blue print was made of the compilation (Scale 1:10,500) and all names except streets added in white ink. This is filed for temporary reference until the sheet can be lithographed and registered.

Respectfully submitted,


Joseph Andrews III
Reviewer.

Inspected by:



REVIEW OF AIR PHOTO COMPILATION NO. T 5375

Chief of Party: Robert W. Knox, H. & G.E. Compiled by: W.J. Mignola

Project: 102

Instructions dated: Aug. 6, 1934

1. ✓ The charts of this area have been examined and topographic information necessary to bring the charts up to date is shown on this compilation. (Par. 16a, b,c,d,e,g and i; 26; and 64)
2. ✓ Change in position, or non-existence of wharfs, lights, and other topographic detail of particular importance to navigation which affect the chart, is discussed in the descriptive report. (Par. 26; and 66 g,n)
3. ✓ Ground surveys by plane table, sextant, or theodolite have been used to supplement the photographic plot where necessary to obtain complete information, and all such surveys are discussed in the descriptive report. (Par. 65; and 66 d,e)
4. ~~Does not include maps from other sources which were transmitted by the field party and which are not included for their value to the chart. (Par. 28)~~
5. ✓ Differences between this compilation and contemporary plane table and hydrographic surveys have been examined and rectified in the field before forwarding the compilations to the office and are discussed in the descriptive report.
6. ✓ The control and adjustment of the photo plot are discussed in the descriptive report. Unusual or large adjustments are discussed in detail and limits of the area affected are stated. (Par. 12b; 44; and 66 c,h,i)
7. ~~High water line on marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, and 44)~~

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Refer also to the pamphlet "Notes on the Compilation of Planimetric Line Maps from Five Lens Air Photographs."

8. The representation of low water lines, reefs, ~~reefs~~ and rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41)
9. ~~Recoverable~~ objects have been located and described on Form 524 in accordance with circular 30, 1933, circular letter of March 3, 1933, and circular 31, 1934. (Par. 29, 30, and 57)
Bench marks have been located. See descriptive report for geographic positions.
10. A list of landmarks was furnished on Form 567 and instructions in the Director's letter of July 16, 1934, Landmarks for Charts, complied with. (Par. 16d, e; and 60)
11. All bridges shown on the compilation are accompanied by a note stating whether fixed or draw, clearance, and width of draw if a draw bridge. Additional information of importance to navigation is given in the descriptive report. (Par. 16c)
No bridges over navigable streams on this sheet.
12. Geographic names are shown on the overlay tracing. The accepted local usage of new names has been determined and they are listed in the report, together with a general statement as to source of information and a specific statement when advisable. Complete discussion of place names differing from the charts and from the U. S. G. S. Quadrangles is given in the descriptive report, together with reasons for recommendations made. (Par. 64, and 66k)
13. The geographic datum of the compilation is N.A. 1927 and the reference station is correctly noted. (Field comp. unadjusted.)
14. Junctions with adjoining compilations have been examined and are in agreement. (Par. 66j)
15. The drafting is satisfactory and particular attention has been given the following:
 1. Standard symbols authorized by the Board of Surveys and Maps have been used throughout except as noted in the report.
 2. The degrees and minutes of Latitude and Longitude are correctly marked.

3. All station points are exactly marked by fine black dots.
4. Closely spaced lines are drawn sharp and clear for printing.
5. Topographic symbols for similar features are of uniform weight.
6. All drawing has been retouched where partially rubbed off.
7. Buildings are drawn with clear straight lines and square corners where such is the case on the ground.

(Par. 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48)

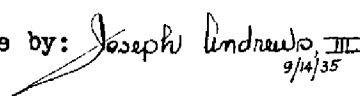
16. ✓ No additional surveying is recommended at this time.

17. ✓ Remarks:

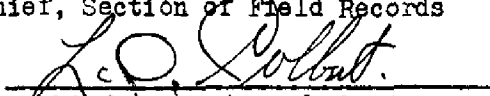
18. ✓ Examined and approved;

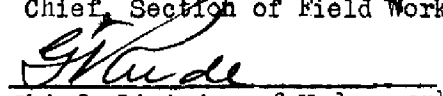

Robert W. Knox, H. & G. E.
Chief of Party

19. ✓ Remarks after review in office:

Reviewed in office by:  9/14/35 

Examined and approved:


Chief, Section of Field Records

Chief, Division of Charts


Chief, Section of Field Work

Chief, Division of Hydrography
and Topography.