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Department of Commerce and Labor
COAST AND GEODETIC SURVEY

O. H. Tittmann
Superintendent.

State: California

DESCRIPTIVE REPORT.

Topo. *Sheet No.* 554a

LOCALITY:

Between Monterey and Salinas River. Supplementary Survey

1910

CHIEF OF PARTY:

F. Westdahl

B

HSB.

Department of Commerce and Labor

COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT.

SHEET No.554.

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SUBOFFICE
SAN FRANCISCO, CAL.

No.554. This sheet extends from △ Jack to Monterey Bay 3 and from the sea only an irregular series of sand dunes ranging from 100 to 150 feet high are visible. The country behind the dunes is simply a big cattle range owned by the Jacks corporation. It is covered with a little grass and short spreading bushes, which gives it a very arid look. The Monterey Branch of the S. P. follows the whole length of the sheet.

The high water line is rather indefinite owing to the movements of the sand in storms. Near the △ Jack a skeleton of a whale was found buried back in a sand dune, several feet above H. W. and just back of the present foot of the dunes.

The eroded dunes near the south end of the sheet have a bright yellow color and stand out very plainly.

Submitted by
R. R. Lukens, Aid

83
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559a

Department of Commerce and Labor

COAST AND GEODETIC SURVEY

Superintendent.

State: Mass

DESCRIPTIVE REPORT.

Top. *Sheet No.* {467b / 559a

LOCALITY:

Ipswich to Newbury

790

CHIEF OF PARTY:

E. B. Latham

559a 467b

467b 559a

Descriptive Report, Topographic Sheets
Nos - 467b and 559a
Coast of Massachusetts, From Ipswich
to Newbury.

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Acc. No.

The revision of these sheets are shown on tracings. The new features are indicated in red, features to be omitted are indicated in blue, and the black lines are compiled from the original topographic sheets. Objects for the use of the navigator were determined from the triangulation, with a seven inch theodolite. These objects and the triangulation, together with the original topographic sheets are the centrals of the revision. The topography was compiled from the original sheets, modern town maps, surveys by local engineers, and sketches and sextant angles.

The contours were in the main accepted. Elevations of the more prominent hills, visible from the shore line were checked in elevation and position.

Roads and other features in the interior were taken from the old sheets, being checked only, by driving through them, and noting their correctness. When the delineation was correct from inspection they were taken from the old sheets. New houses were noted and placed on the sheet by sketching, pacing etc.

New roads were obtained either from surveys by local men or located by angles and distance from points identified on the original topographic sheets. But little time was given to fence lines and other topographic features, the disappearance of fences was noted in driving or walking over the roads. The location of house in towns was in general omitted, and such houses as would serve to identify a locality or be of use to navigation were determined and indicated. The original topographic sheets are much distorted from shrinkage. A projection was made and the angles observed plotted on this projection and the topography from the old sheets adjusted to these objects. The placing of all the information necessary for the draughtsman to use in reductions on one sheet, and in the field is believed to be desirable and these sheets are believed to satisfy this condition. The outer shore line has changed but little, at exposed points where the current impinges, there has been considerable change. See the entrance to Plum Island sound and the Eastern and Western shore of Plum Island opposite (Mouth of Rowley River) and north of Grape Island.

There is no great change in the area shown, no new main roads, have been opened. A few connecting roads and new streets have been opened as indicated. The roads are well kept and have been graded to easy slopes

All railroad crossings are either bridged or protected by flagmen. Streams are either bridged or have culverts. There is a large summer colony at Little Neck and smaller summer colonies on Plum Island. There are numerous hotels and summer houses throughout the area. The Boston and Maine Railroad and Electric Car lines afford excellent communication. The raising of apples, and dairying are the only visible agricultural pursuits.

E. B. Latham
Assist. C. G. Surveys

May 6-1912