U.S. COAST AND GEODETIC SURVEY

J. M. THORN, Superintendent.

State: Louisiana.

DESCRIPTIVE REPORT.

Topographic Sheet No. 1762, 1763, 1764, 1765, 1766.

LOCALITY:
Coast of Louisiana.

1887.

CHIEF OF PARTY:
A. Walley Perkins.
Description Report

To accompany

Plane Table Sheets

Jan 1792, 1793, 1794, 1795 dissolve

From Raccoon St, Isle Dernière to S. W. Base, Grande Isle, Louisiana

1857

Act.

J. Falls, Engineer

Chief of Party

C. Cardella

W. B. Hodgkins

Topographer
Geological formation

and general description of Coast.

The geological formation of the coast of Louisiana from the mouth of the Mississippi to Sabine River is a uniform alluvial deposit hundreds of feet in depth increasing in width from about fifteen miles at the western boundary of the state to something over seventy in the region under consideration.

The country for many miles back from the Gulf is a flat marsh, subject to overflow, boldly indented by large bays, lakes, and lagoons, and traversed by a network of rivers, bayous, and creeks which interlacing separate it into innumerable islands.

The only relief to the monotony of this flat swampy country is a slight rise along the Gulf Coast.
forms of broken shell and sand, rarely more than a metre high, remain the marsh upon which it rests, and occasional ridges of similar origin, ranging from one to four metres in height, or less, formed, lying farther back and farther inland, marking the encroachments of the land upon the sea.

The water along the shore is shallow, deepening very gradually and regularly for some distance with the least mind. Bottom fishing good, holding ground; and as there is partly more than one line of breakers, it is generally practicable to ride under gate (at anchor) off the shore coast.

While in case of a vessel having extended elsewhere than at the middle of an inlet, the bottom is so soft and the breakers so inconsiderable as to invite but slight danger to the vessel and practically none to the life of passengers or crew.

Moreover
Moreover there being no danger of her going to pieces it would always be practicable to stay by the ship until the weather moderated.

Gaining on the slight coherence of the light particles constituting the dust the shores both of Gulf and inland waters are subject to constant changes and all bodies of water having slight currents such as Lakes and Cores fill up very rapidly while many bays or navigable for small craft a few years ago are now barely traceable. Whether there is a corresponding deepening of the remaining watercourses is uncertain.

At the main object in view as the result of the season's work was the collection of the material for the immediate preparation of sailing charts the topography was confined to so nearly a simple sphere line on the economy of the general or final work would permit. Consequently the area covered was extremely small.
small in proportion to the coast surveyed. All important shore line was mapped by means of the planitable, but most of the latter and small bays were determined by distant angles at short intervals connected by ellipses based upon semi-circle compass courses and estimated distances. The results of the latter class of work proved extremely satisfactory both in quality and on account of the large area otherwise inaccessible, covered by an officer and a single man making from a day light flat bottomed boat.

The statistics are as follows:

| No. of days devoted to planitable work | 439 |
| Miles of shoreline | 302.4 |
| Miles of Coasts and Bayous | 137.1 |
| Mills of March | 17.4 |
| Mills of Canals | 3.4 |
| Roads | 3.2 |
| Ponds | 2.0 |

Square miles | 163.
As this was a combined party engaged in reconnaissance, triangulation, signal building, and topography on an unexplored tract only about one half the working days during the time that the party was in the field could be made available for topography, but even charging to that branch of the work one half of the season's expenses the cost per acre is only about 33 1/4 cents.

The weather was better than for the same months during first seasons but as the work extended 56 miles in longitude the same degree of economy was not possible as in a more compact section.
The listed text contains a description of a location that was once a popular pleasure resort. The area was known for its beauty and amenities, attracting many visitors. However, a catastrophic hurricane in 1855 devastated the area, leading to significant loss of life and property. After the disaster, only a few small houses remained, occupied by a small, isolated population. The location also featured a good harbor for small craft, making it a strategic point for ships. Cahill's Bay was noted for its uniform depth, making it suitable for boating. Lake Ploss was described as a large body of water with deep lakes and beautiful scenery.
depth of 5½ to 6½ ft. There is a fishing village of some fifteen or twenty houses on its North Western shore of very recent date, probably not more than one or two years.

Storm tides pass over the island in different places forming new inlets of varying depth which soon fill up again.

Main changes of shore line are frequent but the absence of reliable surveys of earlier date, of old inhabitants or intelligent resident observers deprives us of the data necessary to judge of any permanent modifications or their direction.
Oct. 20, 1853

Eastern part of the Entrance Island.

The Entrance portion of the Entrance is a ten quarters' sheet of marsh, with a thin layer of sand on its eastern edge. The sand which commences about two miles to the Eastward is about three miles long and of similar formation. There is a good place at the Entrance end of the Island, but only in fifteen feet inside.

The Eastern part of Cape Peels is rather narrow, but as by long narrow islands running nearly North and South and North or West defined channels but a pretty general depth of about five fathoms. Strathcona Bay is a very large sheet of water with very regular bottom varying from 10 to 60 feet. It is said to have many islands in its...
Northern part, but is quite open as far as observed.
Cailloch Island to East Stintallie Island

Cailloch Island is a narrow strip of sand at the Eastern end of Morehouse Bay with the usual more of sand on its southern side. It is said to be washing away very fast. There is a bit of hard land in its South-East extremity where a clump of trees about the single house marks a prominent sand mark.

East Stintallie Island has a rather broader deposit of sand near its Western extremity from which a wide sand channel extends for some miles completely cutting off the approach to Cailloch Island from the mainland and Eastward. The Island is said to be growing rapidly to the Westward. Back of this broad sand beach there are two sand ridges.
covered partially by a growth of point trees. The inner ridge being along the bank of a lagoon is inhabited by a few families who live by fishing and on the increase of a few cattle. The Northern and Eastern portion of the Island is faced by innumerable little marsh islands.

Between East and West Cintalbar Islands is the main gap into Cintalbar bay. By and a half or seven feet may be carried over the outer bar just inside of which and outside of the forest of the Islands there is a four fathom hole, soft bottom, with moderate ebbing and flowing and a half feet can be carried up to the S.W. where there is good water but want ebbing from. As far as known only about five feet can be carried over the shallow section just North of the Light House East of which the water deepens.
East Triunfellic Island is a long, narrow, low flat of marsh, largely covered by sand, subject to overflow in many places, and separated from the mainland by shallow inlets subject to constant change. Directly to the eastward is the Victoria mouth of Bayou La Fourche, barely passable for small boats. About five miles and a half south west is Cape Fourchon, the main entrance to the Bayou, with a very narrow bar at present. Camping about five feet, the Bayou La Fourche has good water as far as White Bluff, above which have been formed by the breaking of the levee. It does not naturally receive any water except from the Mississippi River. But canals have been cut connecting...
it with Strickland & Braemore Bays near its mouth and Lake Wakca and Rayon Plake further North. Its shores are practically uninhabited for the first twenty miles from its mouth, while for many miles they are thickly settled by market gardeners and small farmers.

 succeeded higher up by some of the richest sugar plantations in the State.

 A mile or two above the head of the falls commences a strip of wooded land following the general course of the Rayon and continuing with few breaks throughout its whole length. In places the trees grow close to the edge of the water but as a rule have a margin of land often land varying from one to several hundred metres. Formerly the Rayon Delta was much wider but the closing of Reed Wharf for antiquity purposes during the 1870s.
1812 forced a permanent restriction to the flow of the waters in that direction and that section has now an independent drainage system based upon this triangulated Transit.
The system of wooded ridges lying parallel to and about one or three miles back from the coast known as La Peyriye is a marked feature in forming along this coast. Tracts of a series of very narrow bands of hard land separated by very soft marsh and is partly due to the extension of the Chèneire Caminada, a Chèneire only in name as the trees have wholly disappeared and a fishing village of some fifteen hundred inhabitants has within the past forty years grown up upon the two ridges of which it consists.

The Peter opposite this place has a bar carrying about 3 1/2 feet of water with a 13 fathom anchorage inside but clean sailing external. It is gradually moving to the Eastward and at the same time cutting off the eastern end of Pointe bleu and
and the front of the Caminada.

The survey was carried north as far as the mouth of the Canal leading into Bayou La Fourche but the Bay extends twelve to fifteen miles further north and there are large bodies of water lying to the northeast of the present 30's line of the coast.

There is a weekly mail from Grand Isle during the winter months, a small steamship being employed in the service. During the summer season there is a considerable mail and a small passenger steamer is put on the route for the accommodation of the guests of the hotel.

The principal transportation points with which connection vessels made here well marked and easily recovered.